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Vol. CLXXXII No. 2381 WITH WHICH IS INCORPORATED THE GRAPHIC SEPTEMBER 8 1945

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Volume CLXXXII No. 2381 The SPHERE, London, September 8, 1945

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

WHERE THE GERMAN WAR CRIMINALS WILL BE HOUSED—THE CELL BLOCK IN THE NUREMBERG PRISON WHICH WILL HOLD THE MORE PROMINENT OF THE NAZIS AS THEY AWAIT TRIAL. At the end is a boarded-up section where "important prisoners" will be kept

The first list of twenty-four major war criminals has been announced : it is headed by Goering, Hess and Ribbentrop. Their trial, by a special International Military Tribunal, is to take place in the Central Court of Nuremberg's "Old Bailey" ; and it is expected that the proceedings will open in October. German prisoners of war are now engaged on repairing the damaged building which will house the accused. Running from the cell block to the court-house is a boarded-up walk along which the prisoners will pass from cell to court. There is to be nothing lavish about their prison home, nor about the treatment of the criminals during their trial

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

President Truman Rises to the Occasion.—It is never easy to follow a star—in any sense of the term. It must warm many a heart to observe with what vision, with what breadth and bigness of mind, and with what strength and nobility President Truman is following Roosevelt—and his own particular star. He has lately put out some very important documents and personal comments thereon; and I confess it warmed my heart to perceive the moral courage and good sense and generosity with which he defined his attitude to the Pearl Harbour report, and the vision and generosity and statesmanship implicit in his Directive on the aftermath of Lend-Lease. It would be wrong to comment that he sees this latter affair through English eyes. That would be unfair to him. He sees the whole complex business *internationally*, and therein is the saving grace for Britain, for America, for Europe, for civilisation. When Roosevelt died, all Americans looked small by comparison. Now, a few months later, his successor looks big. It is a thought to comfort all successors to a great inheritance.

BRITISH TROOPS SWOOP ON THE BLACK MARKET NEAR THE REICHSTAG IN BERLIN: A soldier examines the bag of a German woman during the raid. In an attempt to stamp out the Black Market in Berlin, British troops carried out a raid on the most important, that in the Reichstag Gardens. Aided by the French police—the French recently took over a sector of Berlin—and German police, who searched the people rounded up, the British troops shepherded all Germans in the district to the Brandenburg Gate, where they were examined for food, cigarettes, and other articles which they had obtained by illegal methods

Insoluble Problems.—Believing (as I do) that some of the problems of reconstruction and conversion following a long world war are insoluble, I feel no inclination to make sweeping statements about present discontents. Supermen could not bring about demobilisation to satisfy all concerned and at the same time smoothly to absorb into civil life all who cry for demobilisation. The bitter lessons of the last war were taken to heart long ago. Planning for the end of this war was meticulously begun years ago, and it was determined not to repeat the cardinal errors of 1918-19. That very determination is a cause of present discontents. Soldier voters are declaring loudly that they have been betrayed (already) by a "slow-down" in demobilisation. Women and men in the Forces declare they have jobs yawning for them while they are kept in the Army, Navy or Air Force, knitting jumpers or polishing buttons. And a hundred industries and institutions, crying out for male and female clerical staffs, point to hundreds of thousands of young men and maidens in uniform who are kept in the Services whistling for a job of work. And the taxpayer wonders why after a £17,000,000-a-day war, lasting six years, the rate of spending destructively should fall so very, very slowly. It 's a dilemma. A government of archangels could not solve the nice problem. A nation of archangels could not resist the blazing opportunities for legitimate grousing. War is utter destruction and almost utter waste. And so for years is the change-over to peace. Remember Lloyd George's efforts before you totally condemn Mr. Attlee's. It might have been Churchill's business. There must already have been many occasions on which he may have thanked God for a nation's ingratitude.

A Short Eclipse.—Many of Mr. Churchill's most intimate circle went down with the Conservative ship on July 26. The deep waters covered their heads. But not for long. They were made of cork. One by one, only in a matter of weeks, they have bobbed up again. By-elections are almost daily occurrences in the new Parliament, and who so suitable a candidate for a Conservative stronghold as one of Mr. Churchill's kindergarten, the men who carried out his Conservative election policy which had such remarkable results? Who indeed (say the Socialists)! And not the Socialists alone—a Conservative stronghold is a Conservative stronghold still. It is like the Bourbons in one respect. The circus is reassembling under the Big Top.

London in September.—"London is a desert just now. May fair and Belgravia are in brown holland. Everybody who is somebody is in the Highlands, at Baden, Ems, or among the Norwegian fjords. . . ." That paragraph must often have appeared in the '90s in *The Smart Set* (*et hoc genus*). I was not anybody-who-is-somebody in those days. I was often in London in September in the '90s, polishing an office stool with the seat of my trousers. There was certainly a stuffy, dusty, desert air about Belgravia and a down-at-heel appearance in the haunts of fashion. London in September 1945 is not a desert. It is a place of crowds and queues, and its shabby, dusty, down-at-heel aspect is not due to the absence of fashion but to long years of total war. The new Government remain at their posts and offices. There are a score of important committees in session. The House is up and new Members may be wooing their constituents, unless they feel secure in shunning them for a year or two. There are about eleven grouse in the Highlands, and these are being pursued by about a score of brass-bound hearts who could face the agonies of a train journey north and the risks of renting a lodge, on spec. and long disused. Rationing has rationed the Liver Brigade, and Ems and Baden are no longer health resorts. There is no yachting in the fjords. London in September 1945 is crammed with humanity, busy with official activities, full still of uniforms; decay, ugliness, congestion are seen everywhere, the shops are open and empty of goods, the clubs are doing not double, but quadruple duty, the trains and platforms up and down are more intolerably crammed than ever in the worst pressure of war. I sigh for the dusty desert that was fashion-bereft London of 1899. It seems in retrospect to have then blossomed as the rose. Two world wars and other revolutions have withered its roses. I am glad to shake the dust of London (September 1945) off my feet.

Divorce.—We are very good and obedient pupils of the U.S., from which country, among other fashions, good, bad or indifferent, we derive our standards of the sanctity of the marriage tie. Without a Reno, we are doing very well. In the past three years we have almost doubled the year's bag of divorces put through the courts annually. In '42 the figure was no more than 7,600. In '43 it jumped to 10,000; in '44 to 12,000. This year (if the additional judges and all concerned in this increasingly important branch of the Judicature do their overtime duty) the new record should reach 14,000. "Holy deadlock" has been greatly eased in recent years; Sir Alan Herbert and public opinion have insisted on it. Soon enough, divorce should be as easy as falling off a log. At the moment it is easier to get married than unmarried, and cheaper, too. But facilities for "undoing" are constantly being stepped-up, and the convenience is being democratised and made available to all classes with a commendable sense of social justice and at an increasing, if still leisurely, tempo. And that, it is presumed, majority opinion regards as a Good Thing. On the long view? I wonder. Divorce has its effect on the rising generation. I sometimes puzzle my mind to unravel the genealogies of young people whose engagements are announced. So many surnames, so many possible sires and dams, are named and involved on both sides. Whose baby are you, young man—and you, young woman? Even the bishop might scratch his head and wonder, as he ties your "granny" knot.

Lady Nellie Graham.—The conventional phrase is literally true of Lady Helen Graham's death. She will be mourned in the Palace and in the lonely croft. At Balmoral, and all over Loch Lomondside, her humble heart and simple nature, her overflowing sympathy, gaiety and kindliness, will be missed, as a miser misses his hoard of gold. For, indeed, it is a rare hoard—those virtues which comprised her character. I remember in the very hottest of the battle during the late war breaking away to record my impression of her little talk on the Princesses' lives. I do not care for such talks—so few people can record them without offence or irritation. They are usually artificial flattery. Lady Helen did it to admiration. She was about the only living woman who could have done it so. It was the absolute proof of her unique character—the great lady whose "art" was to be simple, to be kindly, to be good, to be gay, brave, sympathetic, natural; whose life was dedicated to helping, comforting, conciliating, cheering. Our country is definitely the poorer by her death. If all women were like her, there would be no classes, no parties, no jealousies to divide us.

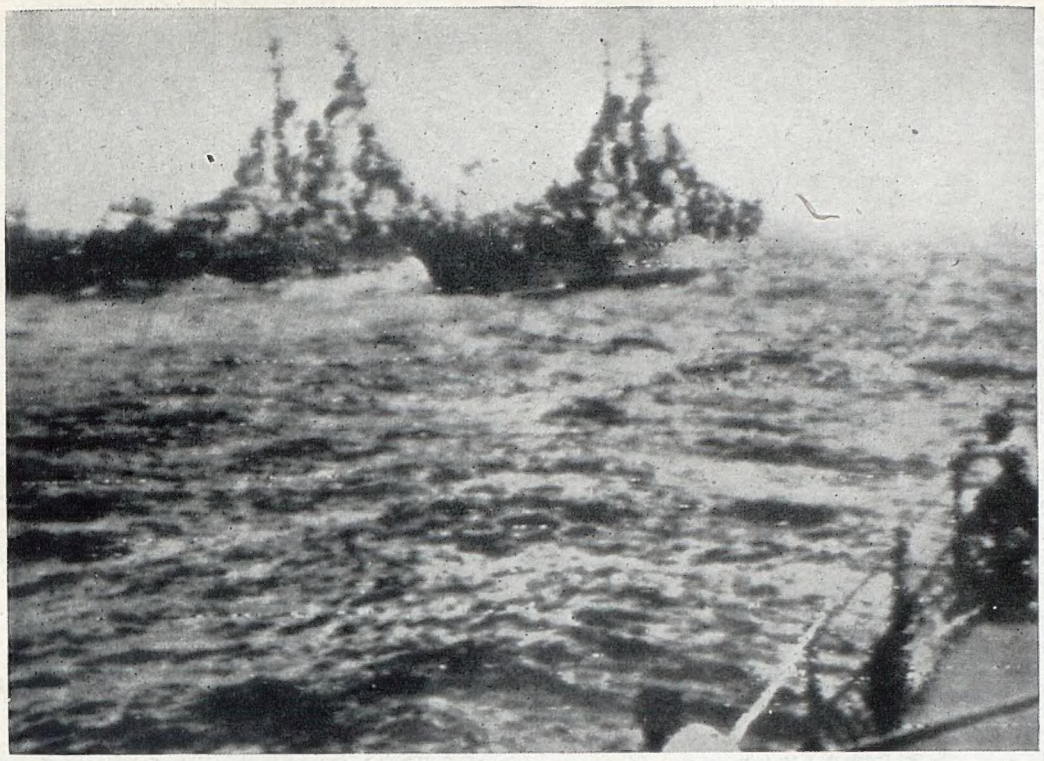
Ronald Lindsay.—The old diplomacy and those who served it have of late come in for a deal of criticism. The death of Sir Ronald Lindsay entitles me to say confidently that a diplomatic service, however recruited and trained, old or very new, would always take pride in, and derive honour and immense value from, employing the services in its highest posts of such a man as he was. His dignity, strength of character, probity, wisdom and charm stood forth unchallenged. He looked what he was, his every word, action, gesture, his voice, his bearing, proclaimed him, in public and private converse, a noble, great-hearted, big-minded man; high minded, tolerant, restrained, wise, understanding. It mattered not what race of men he lived among as this country's representative; among the French, the Germans, the Americans, the Dutch, the Turks, the Egyptians, he was all things that a Briton wishes to be regarded in the eyes of all nations with which he came in contact. There is no "language difficulty" to obstruct a right appreciation of Lindsay's chief qualities. They are recognised and admired as common (and very uncommon) currency in Babel. Such a man is looked up to and trusted and honoured all the world over. Such men as he will ever remain the best ambassadors of peace and good will, and the best advertisements of British virtues, however radically we reform the diplomatic service, however many millions we spend annually on propaganda. I was a boy of ten when first I felt his charm and recognised his strength of character and understanding sympathy, and those impressions never faded, but grew deeper whenever I met him.

Corner in Crime.—The B.B.C. is often "my particular headache"; its features all too seldom my cup of tea. No doubt I am a crusty old Blimp, but (I ask you) was that recent feature of "Corner in Crime," "Who was Jack the Ripper?" worthy fare for the broadminded, sensible listener of any epoch, any generation, *any* age? A halting, drab, dreary, sordid account of a series of revolting murders in the slums by a criminal sexual-lunatic—what an odd example of the best use to which to put our new leisure in our brave new world! Were those responsible trustees of the nation's culture, or temporary gutter-snipes? I put it down to *nostalgie de la boue*. Did you ever? But perhaps it was planned propaganda—to impress on the Japanese the high standards of Western Culture yesterday and to-day, and thereby to sweeten the bitter bread of defeat.

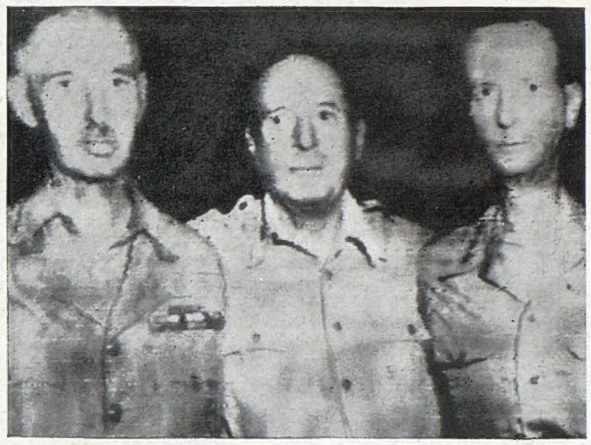
THE OLD STAGER

The SURRENDER in TOKYO BAY

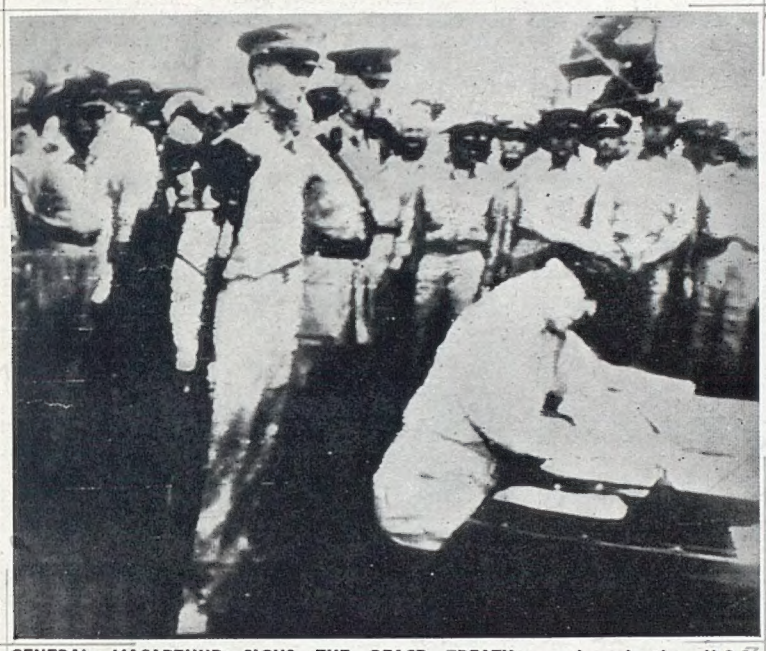
Radio Pictures of the Japanese Submission to General MacArthur



MIGHTY BATTLESHIPS HEAD FOR JAPAN AND FOR TOKYO BAY : Two powerful warships of Admiral Halsey's Third Fleet—the *Iowa* (on left) and *Missouri*—steaming within 100 ft. of each other while transferring personnel in Japanese waters, preparatory to the naval occupation of Tokyo Bay. The Navy state that this is the first-known instance of personnel being transferred between battleships while under way. This picture was sent direct from the Third Fleet by radio.



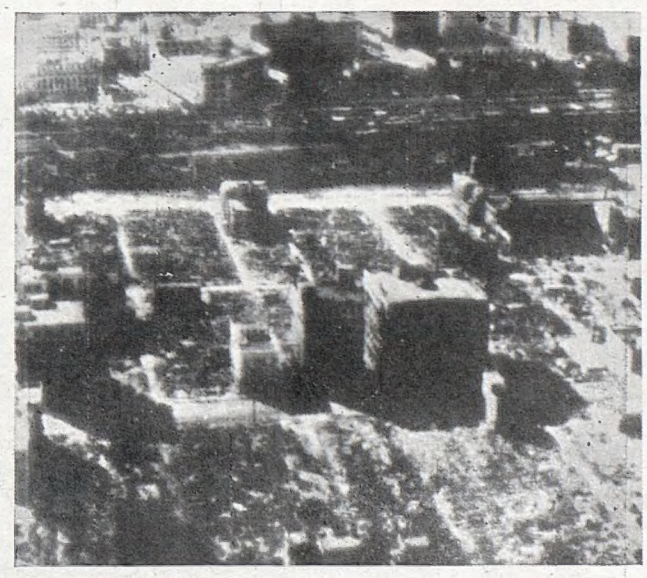
GENERAL MACARTHUR (in centre) with GENERAL PERCIVAL, British Commander at Singapore, and GENERAL WAINWRIGHT, American Commander at Bataan, after their liberation and arrival at Tokyo



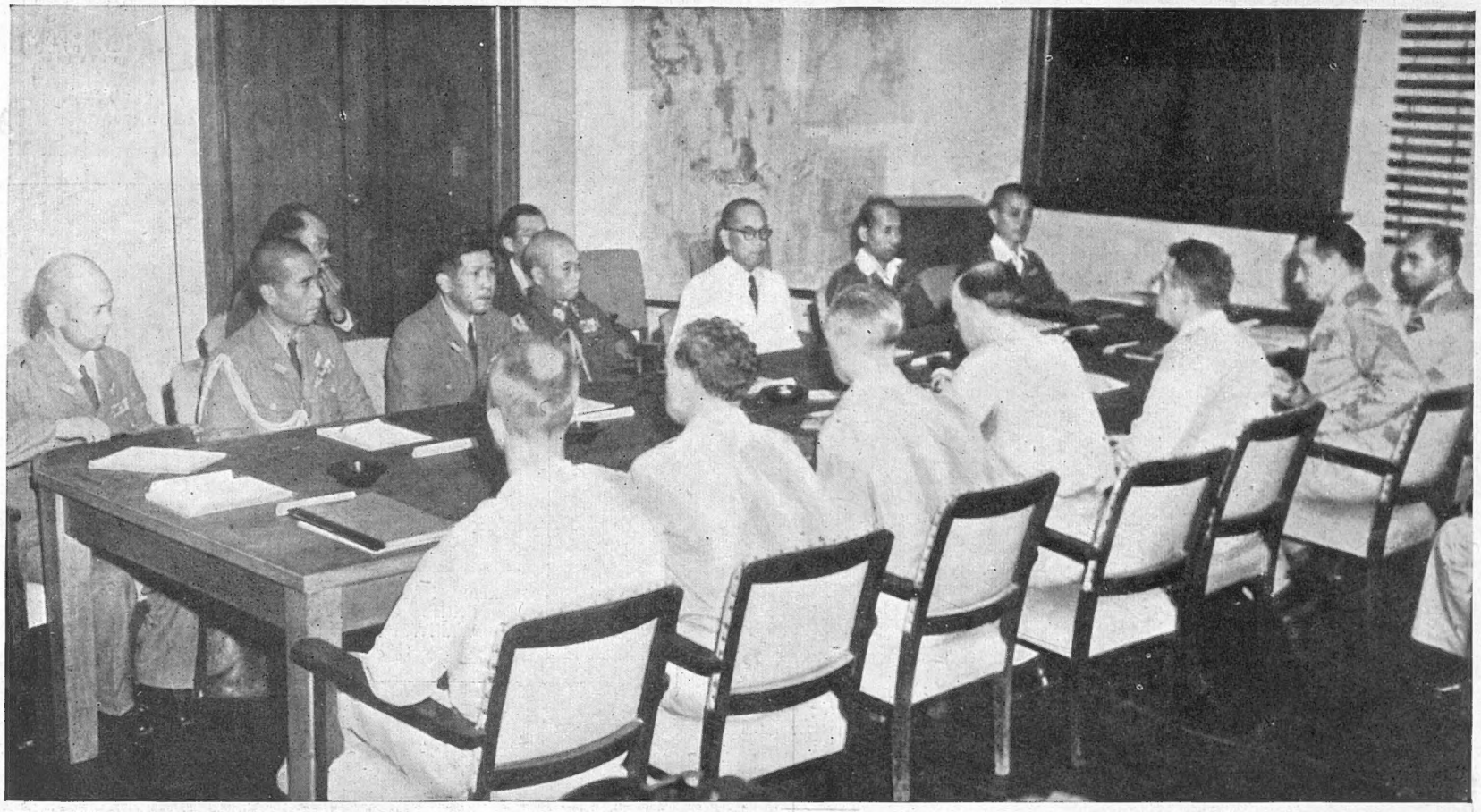
GENERAL MACARTHUR SIGNS THE PEACE TREATY on board the U.S.S. "Missouri" as Lieut.-General Wainwright and Lieut.-General Percival witness the proceedings. Both the captive Generals had been flown to Tokyo in order to be present, just after their liberation

GENERAL MACARTHUR MAKING HIS MOVING SPEECH AS THE JAPS SIGNED THE SURRENDER : The speech in which General MacArthur declared that the unshackled peoples are tasting the full sweetness of liberty and relief from fear was broadcast as the Allied war leaders and representatives assembled aboard U.S.S. *Missouri* to sign the "Instrument of Surrender" early on the morning of September 2. General MacArthur is here seen at the microphone with the Allied war leaders lined up behind him. They are (right to left)—Admiral Sir Bruce Fraser; Lieut.-General Derevyenko, Russia; General Blamey of Australia; unidentified, but believed to be Isitt of New Zealand; and General Leclerc, France

WHAT FINALLY DECIDED THE JAPS TO GIVE IN : A VIEW TAKEN BY A JAPANESE PHOTOGRAPHER WHICH SHOWS THE RUINS OF NAGASAKI AFTER THE SECOND ATOMIC BOMB HAD BEEN DROPPED ON THE CITY. No big craters are visible, yet the whole area has just disintegrated

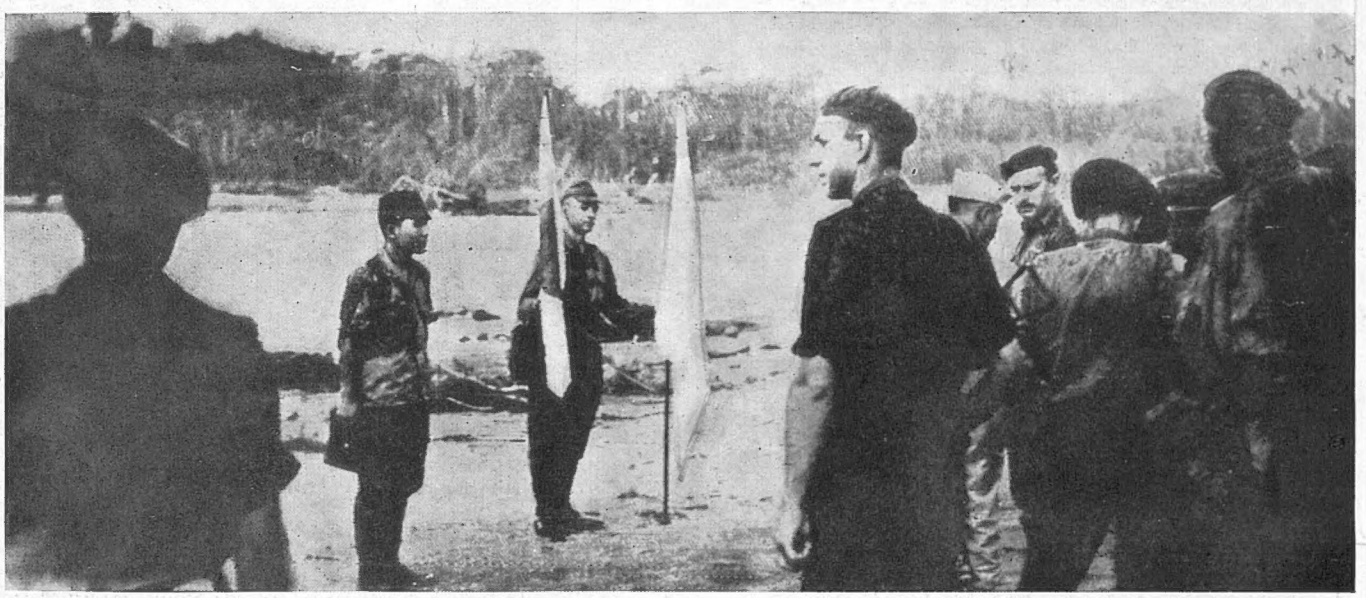


THE CITY WHICH IS HALF-DEAD : An aerial view of Tokyo. Fifty per cent. of the Japanese capital has been levelled flat to the ground. Only a few big buildings still stand. This is how the city presented itself to the Allied troops as they entered. Despite the indistinct nature of this radio picture, sufficient can be seen to indicate the terrific damage wreaked by the Allied bombers

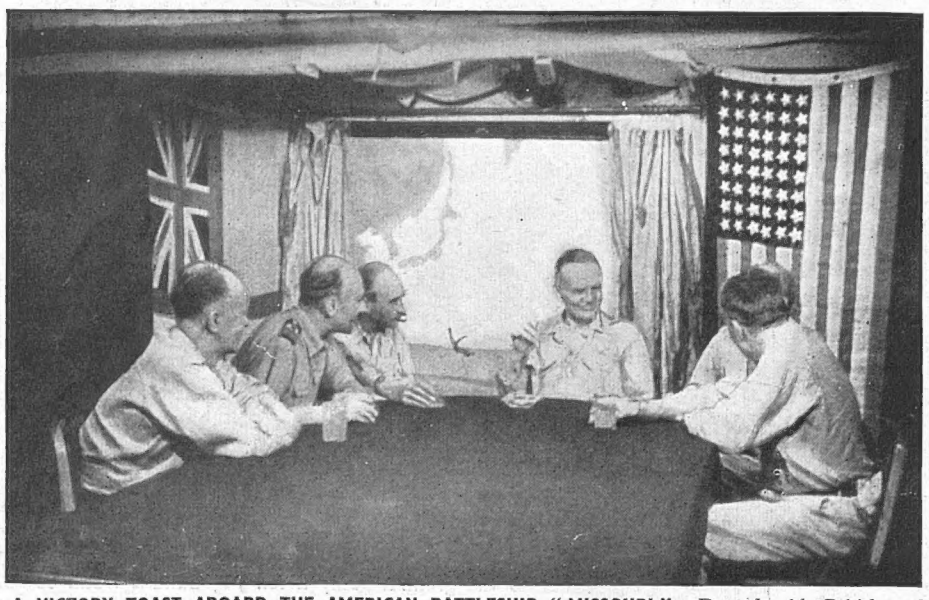


IN MANILA: THE MEETING IN THE CITY HALL BETWEEN GENERAL MACARTHUR'S OFFICERS AND THE JAPANESE SURRENDER DELEGATION, TO DISCUSS THE TERMS AND ARRANGEMENTS FOR THE FORMAL SURRENDER: The Emperor of Japan's personal representative, with a party of fifteen other Japanese officers and officials, arrived in Manila on August 19. Only six of them were admitted to the preliminary talks: these are seen in the office of Major-General Chamberlin, Assistant Chief of Staff. They are, from left to right, Captain Yoshida Hidemi, Captain Omai Tochichi, Rear-Admiral Yokugana Ichiro, Lieut.-General Takashiro Kawabe (head of the delegation), Major-General Ameon Asakuzu and Colonel Yamamoto Arato. Facing them in the foreground are the American officers—left to right: Major-General C. Willoughby, Major-General L. J. Whitlock, Admiral Sherman, Lieut.-General R. K. Sutherland, Major-General S. J. Chamberlin and Brig.-General D. R. Hutchinson. Interpreters are seated at each end of the table

JAP SURRENDER in MANILA and BOUGAINVILLE



THE JAP SURRENDER ON THE ISLAND OF BOUGAINVILLE, where hostilities were brought to a conclusion throughout the Solomons: This picture shows the first contact between the Jap peace envoy, Major Otsu (on left), accompanied by Superior-Private Takeshita (bearing a white flag and a Japanese flag), and the Australians on the banks of the Mwo River. Major Otsu came on behalf of Lieut.-General Kanda: he reported that there were 20,000 Japs in Bougainville—a great surprise for the Australians, who have for some months borne the brunt of the fighting on this large Pacific island. Bougainville was the scene of one of the earliest Jap submissions after the great surrender by the Mikado



A VICTORY TOAST ABOARD THE AMERICAN BATTLESHIP "MISSOURI": Draped with British and American flags, the Admiral's quarters aboard the U.S.S. *Missouri* is the scene of an informal victory celebration as Admiral William P. Halsey, Commander of the mighty Third Fleet (at the head of the table), Sir Bernard Rawlings (second from left), the British Commander and members of their staffs drink a toast to celebrate Japan's surrender. This room was chosen to be the scene of the signing of the formal surrender terms by Japan

ADMIRAL HALSEY INTERVIEWED BY THE PRESS AFTER THE JAPANESE PEACE OFFER: Admiral William P. Halsey, Commander of the United States Third Fleet, is seen aboard his flagship, standing off the Japanese coast, as he was interviewed by war correspondents on August 11, the day following the Japanese offer to surrender. Admiral Halsey is fourth from left, seated at the table; Rear-Admiral R. B. Carney, is third from left; and at the extreme right is Commander Harold E. Stassen. This picture was transmitted by radio direct from the Third Fleet, in Japanese home waters

JAP SURRENDER in BURMA

The Arrival of the Enemy Delegates at Mingaladon Airfield at Rangoon

THE FIRST FORMAL SURRENDER BY THE JAPS—in the Mille Atoll in the Marshalls Group: Captain Masonori Shiga is here signing the surrender document aboard the U.S.S. *Levy*, anchored in Mille Lagoon. This was the first formal surrender of the Japanese in the Far East. Those taking part are Captain Shiga (signing, second from left); Lieut. E. R. Harris, Psychological Warfare Officer; Lieut.-Colonel C. V. Burnett, of the U.S. Marine Corps, and Captain H. B. Grow, Atoll Commander of nearby Majuro, who accepted the surrender of Mille on behalf of the Commander of the Pacific Ocean Areas

When the Japanese surrender delegation arrived at Mingaladon airfield near Rangoon, their plane was two hours late. From it stepped General Numata, Chief of Staff; Rear-Admiral Chudo, and Lieut.-Colonel Tomura. They had come from Saigon in a "Topsy" transport (an exact copy of a Dakota), painted white as ordered by the Allied commander. After landing, the delegates were marched to a tent, where they were searched for arms. Meanwhile, British soldiers and airmen were whooping and cheering on the airfield as the plane, too, was searched for concealed arms and booby-traps. On Tuesday, August 28, the delegates went to the ballroom of Government House in Rangoon to sign the preliminary surrender agreement

ON SUNDAY, AUGUST 26TH, THE JAPANESE SURRENDER ENVOYS ARRIVED AT MINGALADON—MORE THAN TWO HOURS LATE: On the left is Lieut.-General Takazo Numata, Chief of Staff of the Japanese Southern Army: just behind him to the right is Rear-Admiral Kaigye Chudo

Below—**ON THEIR WAY TO GOVERNMENT HOUSE AT RANGOON, TO LEARN ADMIRAL MOUNTBATTEN'S TERMS:** General Numata is on the left, Admiral Chudo on the right; both are wearing ceremonial Samurai swords. Shortly after landing, the Jap General dropped his—a Batemanesque incident! Crowds of interested British soldiers lined the airfield to witness the arrival of the Jap delegates

DEFEAT! Lieut.-General Takashiro Kawabe, Vice-Chief of the Imperial General Staff and head of the Japanese surrender delegation to General MacArthur, bore this dejected expression as he entered the American headquarters at Manila for the preliminary surrender conference

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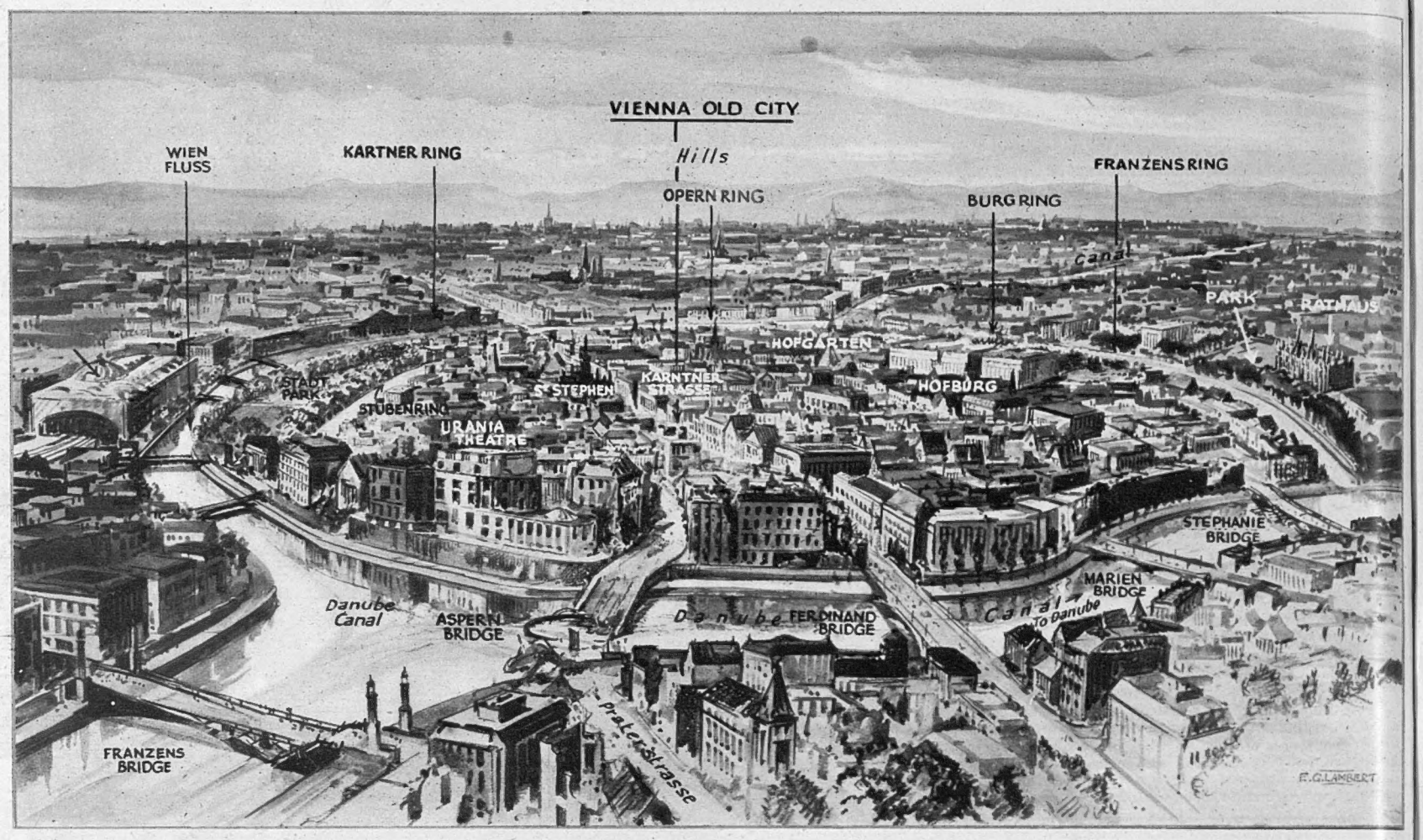


THE CITY OF VIENNA HAS SUFFERED BUT SLIGHT DAMAGE, most of it around the bridges across the Danube which were blown up by the Germans : This drawing shows the Old City, as seen from the north-east, enclosed within its Ring and bounded by the famous "Blue Danube" of song and legend—*Drawing by E. G. Lambert*

Various statements have been made, from time to time, concerning the damage resulting from the fighting in the Austrian capital, and some accounts even stated that the city had been reduced to a mass of rubble. Later news proved this to be quite erroneous. A certain number of prominent buildings, including the Cathedral of St. Stephen, were severely damaged by the Germans during their retreat from the city. Other damage is confined to bridges across the Danube Canal, a waterway which traverses the city and flows into the Danube itself. These bridges were blown up by the Germans and some adjacent houses in each case suffered from the blast of the explosions. Thus the Urnaia Theatre suffered when the Aspern bridge was blown up. This bridge appears in the foreground of the bird's-eye view of the city given here. It is taken from the north-east, looking across the Old City within the famous Ring. Three of the chief destroyed bridges appear in the foreground. The Aspern bridge commemorates Austria's victory over Napoleon at Aspern, which lies just outside the capital, near the island of Lobau, on the Danube. Napoleon had underestimated the numerical strength of the Austrians and suffered very heavy losses. The Franzens bridge on the extreme left is also out of action and some adjacent buildings have suffered some damage. Away to the right the Stephanie Bridge was blown up, but has been temporarily repaired and is usable by pedestrians. Some nearby hotels were badly damaged. The various sections of the Ring which bear particular names are indicated, and beyond, bounding the view, are the Wienekwold Hills. The Rathaus, constructed in the Gothic style, lies just beyond the Ring, towards the extreme right.

The OCCUPATION of AUSTRIA

Vienna and Graz Under the British

—Special Sphere Drawings

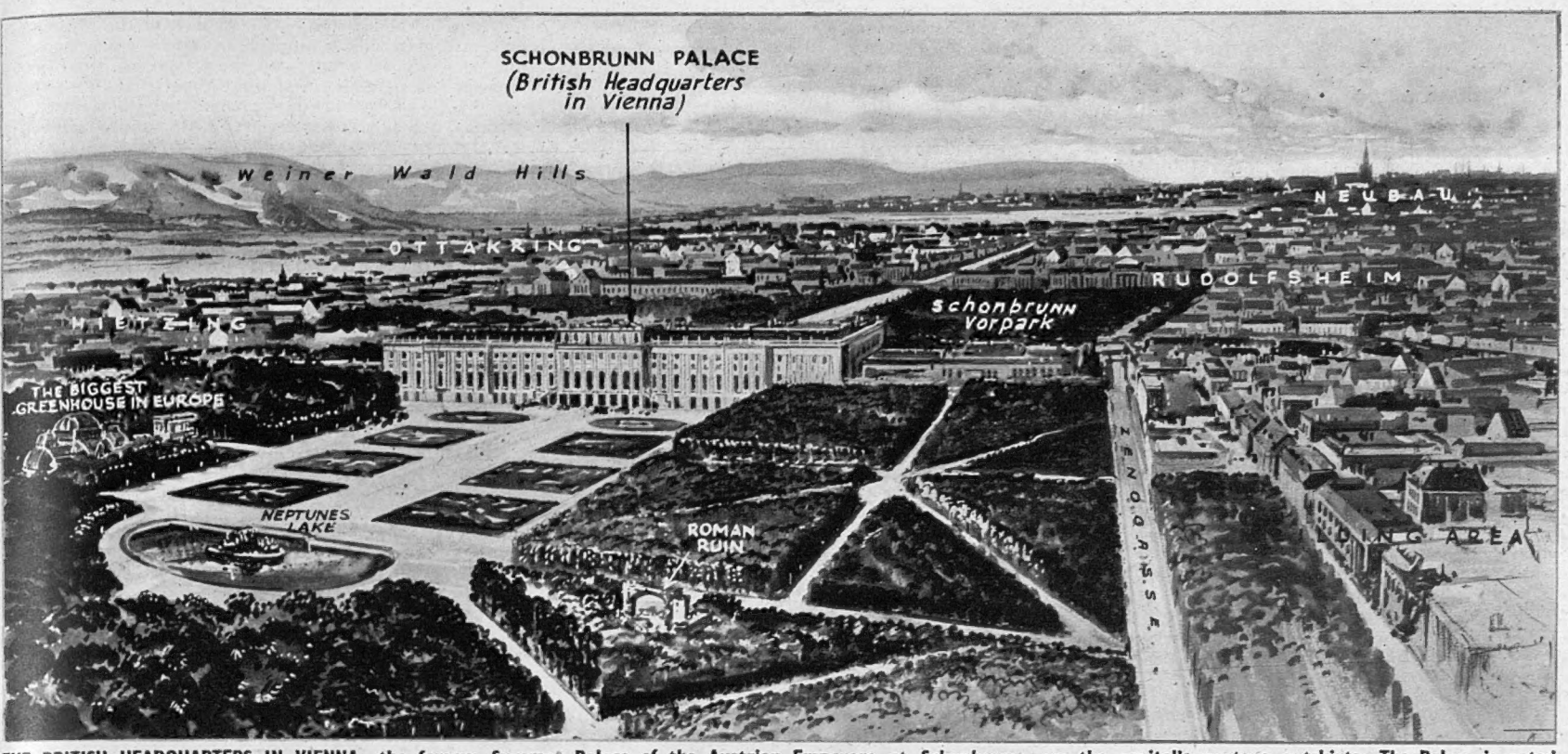
At last the Allied Council has been set up in Vienna, and the Military Government of Austria has been arranged. In a similar way to Germany, four zones have been allotted to the four Powers—the U.S.S.R., the U.S.A., Great Britain and France, with a General Control Council. The four military commissioners are Marshal Koniev for Russia, General Mark Clark for U.S.A., General McCreery for Great Britain, and General Bethouaed for France. Yet though similar in treatment at the moment, Austria was promised her independence by the three Big Powers in November 1943, and Russia again assured her in April this year that "the Soviet Government has no designs on any part of Austrian territory, nor does it seek to change the social order in Austria." The Austrians gave considerable assistance to the Red Army, they refused to evacuate Vienna, and though they had been forced to dig trenches, they showed no intention of holding them. Instead, they welcomed their liberators, were ready to co-operate and showed friendliness once fraternisation was permitted.

There were many difficulties before the zones could be occupied completely. When at last the British were able to enter Austria and marched into Graz, the capital of Styria, they were received with the greatest enthusiasm.

Now that the Allies are actually established in Vienna, it is possible to see the amount of damage done to the city, largely by the Germans when they fired incendiary shells after they had left. The beautiful Cathedral of St. Stephen has lost its roof and its walls are blackened by fire. The Opera House, the Parliament building and the Rathaus were also reported to have suffered some damage. Bridges were blown up and adjacent buildings were in each case damaged by blast. The main drainage system was reported to have been affected, and the Provisional Government, under Dr. Renner, has been tackling these difficulties and is being assisted by Allied troops. The famous Palace of Schonbrunn has become the headquarters of the British in Vienna, a fact welcomed by the Austrians, who believe it will be well cared for.

GRAZ, THE SECOND CITY OF AUSTRIA, ALSO OCCUPIED BY THE BRITISH : This is in Styria. Here is the scene in the Market Square, which is dominated by a castle-crowned hill—*Drawing by W. G. Whitaker*

In addition to occupying a section of Vienna, British troops are also occupying Graz, the second city of Austria. The city lies 22 miles north-north-west of Trieste. It consists of the Old Town, embracing a hill crowned by a ruined castle of the Counts of Graz, or Gorz, as it was previously known, surrounded by a triple wall and a bastion, and the New Town. Among the principal edifices are the cathedral, dating from the seventeenth century, the former Jesuit church, the house of the provincial Diet, and the municipal buildings. The chief industries of the town are cotton- and silk-spinning and weaving, and the manufacture of fine liqueurs, leather and cream of tartar. Graz used to be a much-frequented winter resort. It is the seat of an archbishop. The view given here is of the Market Square, above which rises in the background the hill which bears upon its lofty summit the old castle, and a look-out and clock-tower from which a wide view of the surrounding territory can be obtained



THE BRITISH HEADQUARTERS IN VIENNA—the famous Summer Palace of the Austrian Emperors at Schonbrunn, on the capital's western outskirts. The Palace is noted for its walks and gardens, and is full of memories of Franz Josef—*Drawing by E. G. Lambert*

The Austrian capital has now been divided into four sections—Russia, Great Britain, United States and France each controlling a part of the city. The British area lies to the west and includes the famous Schonbrunn Palace. This overhead view of the British area was taken from a point above the famous gardens of the Palace. These were famous for their wide, tree-lined avenues and for their formal waters, Roman ruins and other features, such as the greenhouse, which was reputed to be the biggest in Europe. Schonbrunn Palace building has fortunately escaped damage—it is a vast rectangular block, constructed on classical lines. The main park and gardens appear in the foreground of the above view. An additional part of the park lies beyond the Palace building. This great summer palace inevitably recalls memories of the Emperor Franz Josef and the events of his period. The building was completed by his predecessors, Maria Theresa and Joseph II.

LIEUT.-GENERAL McCREERY VISITS GRAZ, IN AUSTRIAN STYRIA: The pipe band of the Inniskillings entertains the crowd in the Market Square before the General's arrival

GENERAL McCREERY inspects men of the 70th Field Regiment, R.A., who are garrisoning the town of Graz: Lieut.-General Sir R. L. McCreery, Commander of the British troops in Austria, accompanied by Major-General Weir, Commander of the 46th Division, visited Graz on August 8. Large crowds gathered in the main square to witness his inspection of the garrison troops, the 70th Field Regiment, Royal Artillery. Music was provided by the pipe band of the Royal Inniskilling Fusiliers of the 78th Division

THE CHANGING OF THE GUARD AT BRITISH HEADQUARTERS IN VIENNA. *Above*—**The Lancashire Fusiliers present arms as the change-over is made.** *Below*—**The old guard, provided by the R.A.F. Regiment:** The changing of the guard at Schonbrunn Palace took place for the first time on August 6, when the 2nd Battalion of the Lancashire Fusiliers took over from the 277th Squadron, R.A.F. Regiment. The band of the 4th Hussars played during the ceremony. Schonbrunn Palace is now the headquarters of the British occupation force in Vienna

AMERICA AS DE GAULLE'S ELECTION CARD

The General's Newly Established Relations with the U.S.A. May Well Affect the Polling at the Forthcoming French Election in October

By FERDINAND TUOHY

IT used to surprise people that the United States so persistently snubbed and cold-shouldered General de Gaulle (in some measure causing Britain to do likewise). Was it not clear as the day that this Conservative soldier of great prestige was the instrument chosen by fortune to withstand those very things that American power least wished to see in France—radical social change, revolution, Communism? Then why not boost him, and, after D-Day, give him the supplies by which the General might hope to win the indefinite adhesion of the famished French?

An interplay of causes came to account for the lack of support. It was said that the Americans viewed De Gaulle as being "in the hands of the Foreign Office." Then Admiral Leahy misjudged Pétainism, or unduly responded to it from his Vichy Embassy, deeming it a prospect making for stability, which might be nurtured into the peace; and later stubbornly maintained his implied anti-Gaullism (Giraud, Darlan) when he succeeded to President Roosevelt's ear at the White House.

One heard, too, that Americans held off the General because they thought they could do deals with more pliant Frenchmen over bases in the French Empire. Finally, De Gaulle was spoken of as being "in the hands of the Resistance," meaning in American estimate, of "the Reds," a label applied to anything from Labour, and even Liberal, leftwards.

If the General is now in full flirtation with the State Department, it is because the above assumptions or calculations have been shot away, one by one, by hard fact. The Americans have come to see, what they always should have seen, that if they don't back De Gaulle they risk witnessing what they call "redness" extending to the Bay of Biscay. Yet this retarded clairvoyance could hardly have manifested itself even at this late stage but for the accident of death at the summit, which removed Leahy, and what he clung to, from the scene. The advent of Harry Solomon Truman has been De Gaulle's opportunity. To cut away the entangling growths and get together once more with a "Lafayette-we-are-here!" America.

The Truman-Byrnes partnership may see in De Gaulle a chance of offsetting the socialising process in Britain. They are easing the General's position by the grant of a big loan, the promise of substantially more shipping from the 20,000,000 tons at the disposal of the U.S.A., and by favourably viewing the French proposal to raise Ruhr coal production to full capacity.

The get-together extended to American recognition that De Gaulle's desire for a buffer Rhineland State was "logical," and to the pinning of the Legion of Merit, Chief Commander, on the visitor's breast. A honeymoon touch that had been forestalled by the General when he increased the pay of American officers and men in Paris by £4 5s. a month, accompanied by a refund of part of the cost of French goods—gestures to infinitely the richest nation in the world, which fit in with the haywire times.

The loan—of £60,000,000, so it is said—will enable 1,000,000 tons, rising to 1,500,000 tons, of vitally-wanted supplies to be shipped to France each month—wheat, fats, meat, agricultural machinery, chemical manure, insecticides. Never anything like as involved by Lend-Lease as we became, the French will settle through the Export and Import Bank, presumably at the same interest that was offered to Britain. And the effect of it all will be that the French people, who are not liking the Americans one bit at close quarters, will hear that the United States are France's greatest benefactor in her adversity.

That others, like Britain and the Argentine, will have assisted the first and most-prized flow of new imports, or that these were arranged by a Communist, the Food Minister, Pineau, are facts that may be kept in the background. The new winter rations will be kept very much in the foreground, and (metaphorically) in them will be stuck a miniature Stars and Stripes, so that they may be associated in the popular mind with the General's remunerative visit to America.

There is not the slightest semblance of sour grapes about this. Most people in this country will be heartily glad and relieved that this fine but not easily-liked character has at last managed to get on the right side of the Americans, with resultant promise of crucial benefits to France. It is an old association that never should have gone wrong, and one can only guess how far General de Gaulle would like to see it re-cemented. I have heard it said that he dreams of a day, not too far in the future, when the new French Army shall stand in for the American occupying forces, already thinking in terms of leaving when I was last there, and probably thinking more in that strain since the atom bomb can be dangled over a recalcitrant ex-enemy. In fact, France as a sort of *avant-garde* in Europe, for the United States, and sharing French bases with the Americans in Africa and the Pacific (but always under the Tricolor!). It is a conception which we may consider not only with equanimity but with pleasure, and, assuredly, that is how De Gaulle would like to see the French regard it too.

Having first looked east, to Moscow, and been disappointed, he looked west with success, and this is likely to be his trump-card at the October General Election. Already the signs are there, with the French people being told, in as many words, how lucky they are to be well seen by Washington "now that the New World has replaced the Old as the most important part of the globe."

The French electors will be made to feel this undercurrent: that it will be as well for them to note how their bread is currently buttered, and to think twice before they vote contrary to the wishes—there is no use in not saying it—of the only Government capable of supplying France with what she needs to get back on her feet again. Mightn't it be better to keep De Gaulle and, with him, be sure of continuing American aid and goodwill? It would be a hard choice indeed for people in deprived case like the French to reject a leader who lately returned with such a bonne-bouche from "the land of marvels."

Yet that is what may happen. The American backing of De Gaulle may have been too long delayed, for things have happened with him in the past year—things which may lead to his being treated in October as Mr. Churchill was in July, and for much the same basic reason. Each inspired his country from the depths, earning abiding regard and something more, but each found himself out of tune and touch with mass post-war opinion. One might go farther and add that each was barred by tradition, temperament and upbringing from harmonising with that opinion.

An exalted soul of purely burning integrity, ascetic and devout, the General's one passion besides France is for cigarettes. But the French have several fondnesses, including good living, and what has he done about that? Spent most of the money and raw materials equipping an army which may not be worth an atom! say those who are tired of circuses and parades. And what about French fondness for the Resistance programme that the General accepted when still at Algiers? All France—all—would have watched him putting it into practice without lifting a finger—this programme in part devised by his present Foreign Minister, M. Bidault.

The critics came down rudely about this. Léon Blum is least so in striking what unquestionably is a national keynote:

"French people are dissatisfied less on account of living hardships than because of a long series of disappointments from a Government enjoying dictatorial powers, yet unwilling to carry out the nation's will. The Chief of Government has persisted in an election plan that was roundly thrown out by the Consultative Assembly. The nation awaited a daring and coherent programme directed to current problems and laying the foundations of future recovery. This expectation has been disappointed. The hopes of the nation are now turned towards the future Parliament, the election of which on proper democratic lines has become its principal concern."

The General wants the retention of two Chambers and has ordered a plebiscite on this issue, to be taken on the same day as the voting. The dominant Left wants a single sovereign Chamber, and says that plebiscites smell of Louis-Napoleon in 1848-51. It is even declared that the main reason why the Socialists are keeping in with the Communists is a common fear lest the General try to keep power should the elections go against him.

Determination that the popular will shall prevail has given birth to the United Movement of French Renascence, grouping all the Left, from Herriot to Thorez, Communist leader, and whose presiding architects have been André Philip and Yves Farges. The former was in the General's London and Algiers "Cabinets," and Farges, a Lyons journalist of forty-seven, recently declined the most important current Ministry, the Interior. He will challenge "Gaullism" at the hustings, as one of the few "young" men left after the Boche subsidence, and is believed to have the blessing of Herriot, who does not feel that his age, and his respect for De Gaulle, fit him to hit out sufficiently.

I found no tendency to belittle the General. All recognise his having acted as a shining light of uprightness and honesty when these, above all, were needed amid the heritage of the 'thirties. "He acted as a cordial on our *cœur au ralenti*," as a Frenchwoman put it. They like his facing-up to foreigners too. While there is wide recognition that De Gaulle alone could have prevented mutually hating sections of the population from flying at one another—as he himself calls it: "civil war." Put on top of that, the new-found American aid when every coffee-bean counts, and the General has something to go on when he says "Let me finish the job," meaning the reconstruction of France, morally, economically, politically, militarily.

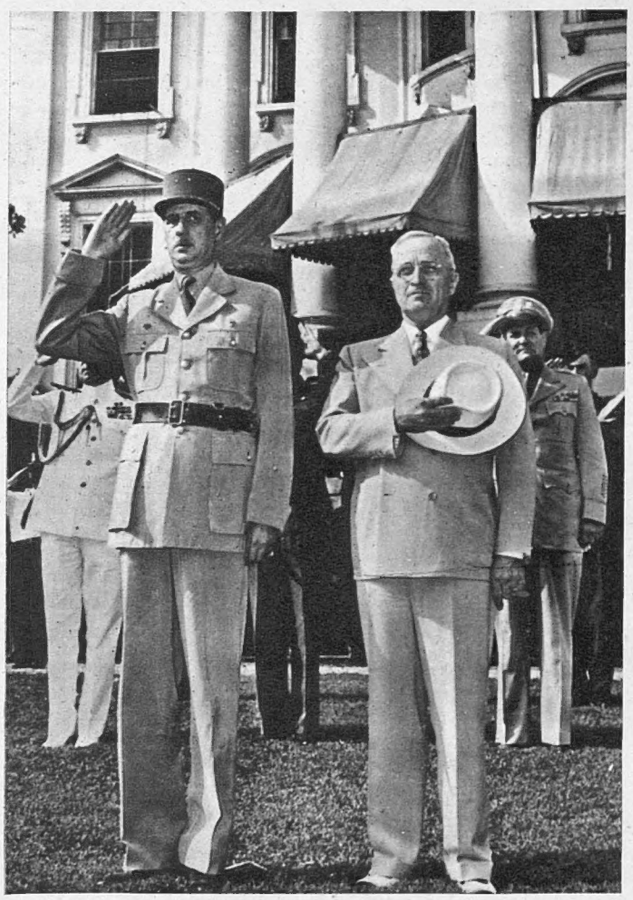
Will he be given a mandate to do so? Or are the cheers his name still draws the same that Winston evoked before he fell—the salute affectionate given by people who intend to vote against the subject of their hero-worship?

Will the American card turn the trick in the General's favour?

On the assumption that the October Election will go against "Gaullism" (as I believe it will), the future position of the General in French affairs will become a major question. If he tried to stay on, there 'd be ructions, and, frankly, I can't see a man of his integrity in such a position. As he has never been of any Party, it is hard to see how he could become leader of the Opposition—non-existent, anyway, as we know it. The vacant Presidency? But wasn't an old man of eighty, Clémenceau, turned down because the French weren't going to risk his dictatorial bent for seven years? What price the autocratic De Gaulle at fifty-four?

A suggestion that the General be made Minister of Defence, linking all the Services and scientists and cleaving ahead as he has shown he can do, might be borne in mind. But General de Gaulle has given no indication that he will not accept the popular will, and as he is party-less, the winning Left might be prepared to keep him as Chief of Government, with a recast Cabinet and guarantees that the issues voted on by the electorate shall be realised, and no more excuses taken for postponement.

That could be the solution, but would it please America? What a position to be in! Sitting on the atom and everyone—or nearly—trying to please!



GENERAL DE GAULLE IN THE UNITED STATES: The President, Mr. Harry S. Truman, and the Provisional President of the French Republic are here standing at the salute during the playing of the French and American National Anthems in the south grounds of the White House. General de Gaulle arrived in the capital on August 22 for a three-days visit, and for talks with Mr. Truman

THE FLOATING AIRFIELD—FIRST STAGE TOWARDS THE PERMANENT "AERODROME" ROUTES? The location of this 2,000-ft.-long structure is still being kept secret. MOORED OUT AT SEA FOR PEACETIME AIR The aircraft in the picture is a Mosquito

—*Drawing by Roland Davies*

From time to time schemes have been put forward for floating aerodromes, on which trans-ocean air-liners could alight and refuel, or repair, as occasion required. Some of them were very elaborate, but none came into being during the war. Experiments were made, however, on a lesser scale with what might be termed floating airstrips. These were employed in comparatively calm waters and were thus not subjected to the strain of mid-ocean surges. These floating airstrips were useful where the construction of a strip on land presented particular difficulties. The floating airstrips measure 2,000 ft. in length. They are made up of several thousand pontoons, closely linked together, but flexibly articulated so that they respond to the motion of the waves. Quite large aeroplanes have already been landed on them

AIRSTRIPS on the WATER

A Wartime Idea

Two Air Pictures of the Khyber Pass

THE JUMBLED MASS OF MOUNTAINS THROUGH WHICH RUNS THE FAMOUS KHYBER PASS on the North-West Frontier of India: The Pass wends its way through some of the most rugged terrain in the world. To-day, aircraft can patrol the whole region, should occasion arise

THE R.A.F. OVER THE NORTH-WEST FRONTIER: An oblique view of the famous Pass, which connects India with Afghanistan. It was taken from an aircraft of Transport Command, R.A.F. The Khyber can be seen winding its way through the mountainous country, with villages and forts lying along its length

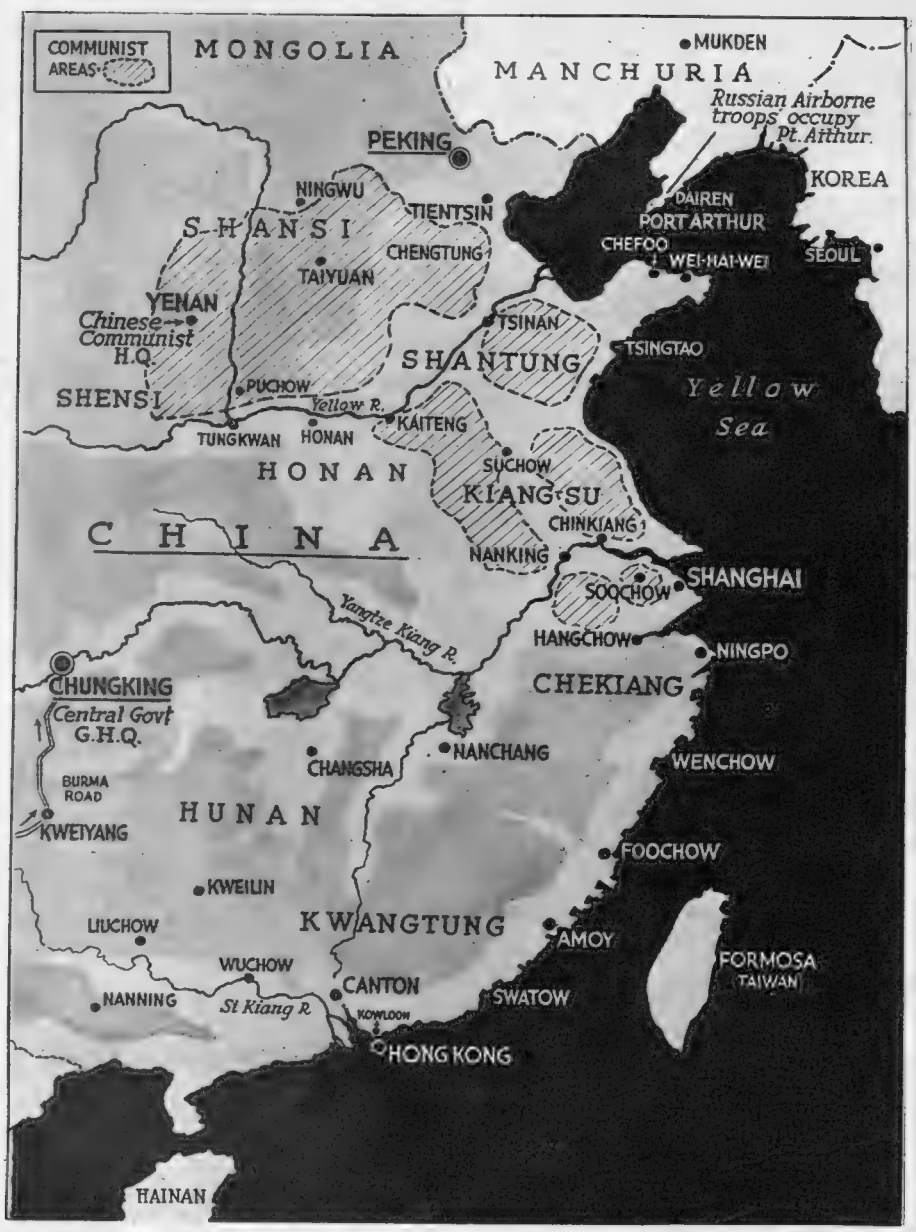
MONGOLIA IS TRAVERSED BY THE RUSSIAN ARMIES IN THEIR RAPID ADVANCE TOWARDS MANCHURIA: This strange, little-visited land has now been drawn into the vortex owing to Russia's participation in the war against Japan—*Drawing by W. G. Whitaker*

The vast steppe country of Mongolia, only occasionally penetrated by the adventurous traveller, has become a matter of current news and politics owing to the entry of Soviet Russia into the war with Japan. The territory has in recent times consisted of two areas. Outer and Inner Mongolia. The former has, for some time, been under the influence of Soviet Russia; Inner Mongolia has remained practically in its autonomous condition under local princes. Both areas consist of wide, windswept prairie country, broken here and there with nomad settlements of yurts, the native circular dwellings cleverly constructed of poles and skins, and with a carved doorway piece. The whole can be dismantled and packed on camel or horseback. Some of these appear in Mr. Whitaker's drawing in front of the permanent buildings of a Mongolian chieftain's residence. This is constructed in Chinese fashion with widespread roofs. The advancing Russians penetrated the eastern end of Inner Mongolia as they swept into Manchuria. The political future of both the northern and southern sections of Mongolia is affected by the present situation

THE RUSSIAN ADVANCE THROUGH MONGOLIA AND MANCHURIA

Scenes during the Great Rush by the Red Army

—With Radio Photographs from Moscow



THE POLITICAL SITUATION IN CHINA—COMMUNISTS VERSUS CHUNGKING: This map shows the areas of the north which are affected by Communist feeling; these are shown by shading in the map. In China, the Chungking armies had made good progress against the Japanese during the past two months, driving the enemy out of the southern provinces, thus retrieving their reputation as a fighting force which had suffered under the disasters of the winter. The news of the surrender of their relentless enemy naturally caused the greatest jubilation in Chungking—at last the long agony of the war was ended. But now there lies over China the danger of a civil war. The Communist armies of Yenan, who have controlled an area containing some 90,000,000 people, are asserting their right to receive separate surrender from the enemy in their northern district, and they also put forward a claim to be represented at the general surrender at Manila. They are moving forward as rapidly as possible to gain possession of Peking, Shanghai and Nanking. General Chiang-kai-shek has ordered them to remain at their posts, saying all arrangements about surrender have been planned not only by himself, but by the Allies. Chu-Teh, the commander-in-chief of the Communists, retorted that Chiang has done little in the war while his troops held some 60 per cent. of the enemy's forces. General Chiang has asked the leader of the Communist party, Mao Tse Tung, to visit him in Chungking to discuss matters

THE SIGNING OF THE TREATY OF FRIENDSHIP AND ALLIANCE between the Soviet Union and the Chinese Republic: Looking on as Mr. Wang Shi-Tse signs are Marshal Stalin and M. Molotov (on right), M. Lozovsky, Dr. Y. V. Soong, Mr. Foo Ping-Sheung, M. A. A. Petrov (Ambassador to China), and others. The Treaty was signed in Moscow

RUSSIAN WORKERS FOLLOW THE NEWS OF THE JAPANESE WAR: Alexander Silchenko, a foreman of the Krasny plant in Moscow, reads aloud to his fellow-workers the latest despatches from Manchuria

PEKING, FORMER CAPITAL OF CHINA, COMES INTO THE NEWS AGAIN OWING TO THE COMING OCCUPATION OF THE CITY BY THE CHUNGKING FORCES: This drawing shows the scene at one of the great gates in the Outer Wall, "one of the sights of the world"—*Drawing by W. G. Whitaker*

Another page in the history of Peking is shortly to be added, when the final surrenders of the Japanese troops in Northern China take place. After Japan had overrun Southern Manchuria and Jehol province, there was a short pause when the Emperor's troops reached the Great Wall, the northern boundary of Old China proper. The respite was, however, brief and Japanese troops swarmed over the Wall. Peking fell to the Japanese—Chungking, in South-West China, became the centre of Chinese resistance. Now, with the fall of Japan, the great city will again come under Chinese control. At one time it appeared that Communist troops might endeavour to outstrip the Chungking forces in the occupation of the city, but that eventuality seems to have passed

A TOWN IN MODERN MANCHURIA: This is the railway station of Changchun, formerly a Jap-held city. It is now in an area under occupation by the Red Army

NOW OCCUPIED BY THE RUSSIANS: the docks and wharves at Dairen, the port on the Yellow Sea near Port Arthur. This was the great point of entry for Manchuria from Japan. It is doubtful whether the Japs will hold it again, after the signing of peace with Russia

LEADING TO THE STEPPES OF MANCHURIA: Japanese fortifications built along one of the great highways leading to the Central Plain. This was the route traversed by the Red Army just after their declaration of war against the Japs

IN THE STREETS OF HAILAR, a Manchurian town which was captured by the Soviet troops during the early days of the war. Some of the buildings damaged during the fighting

THE "CHAIN HOME LOW" STATIONS, BY MEANS OF WHICH THE TIP-AND-RUN GERMAN RAIDERS WERE FOILED BY THE USE OF RADAR TOWERS ERECTED ALONG THE BRITISH COAST: These towers were of different heights, which enabled the rays of each station to work at the same elevation—*Drawing by Roland Davies*

HOW the NAVY USED RADAR

For Combating Aircraft and for Directional Gun-fire

—Pictures Just Released of Some of the Secret Equipment

When Radar was first directed against enemy aircraft attacking this country, it had to deal with aircraft coming in at what one would describe as the normal angle. Effective contacts and workings would take place at, say, an angle of 45 degrees. Then, later, the enemy took to coming in at a very low angle. This meant an adaptation of equipment. A system of towers was placed, usually near the coast. The height of these varied according to their position above sea-level. Some towers might be only 20 ft. high; others as much as 185 ft. Coupled with ground-control interception stations, it was possible to warn our own defence planes in time for them to bring down or disperse the "tip-and-run" raiders

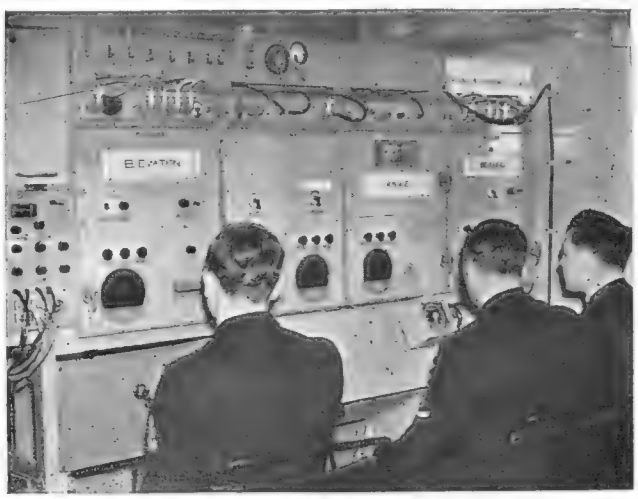
IN A RADAR PLOT-ROOM IN THE PACIFIC: THE SCENE IN THE SPECIAL "RESTRICTED AREA" CABIN aboard an American Essex-class aircraft carrier. To Radar, the silent, all-seeing weapon of World War Two, goes much of the credit for Allied successes. First used in the detection of surface craft in the near-distance under conditions of poor visibility, Radar's range and versatility were quickly extended to provide long-range detection of airborne and surface objects, accuracy in fire control, safety in navigation and identification of distant or unrecognisable planes and ships. It helped to win the Battle of Britain, and then helped to beat the Japs. Above is a scene in the Radar plotting room aboard an Essex-class aircraft carrier in the China Sea. The picture conveys the air of tension and the cold calculation of the men who worked with figures and information provided by the extra-sensory perceptions of Radar

IN THE BRITISH NAVY, AN OFFICER AT SEA OPERATES THE "SKIATRON" (or "Sky box"): This is used for following the movements of aircraft, both friendly and enemy. It is employed principally aboard aircraft carriers. It is attached to a long-range-warning radar set and is used to control fighter aircraft

THE RADAR AERIAL OF A WARSHIP—THE MOST POWERFUL TRANSMITTER IN THE WORLD : The metre-band long-range warning set used for both transmitting and receiving. The installation of these aerials is done by dockyard or shipyard labour

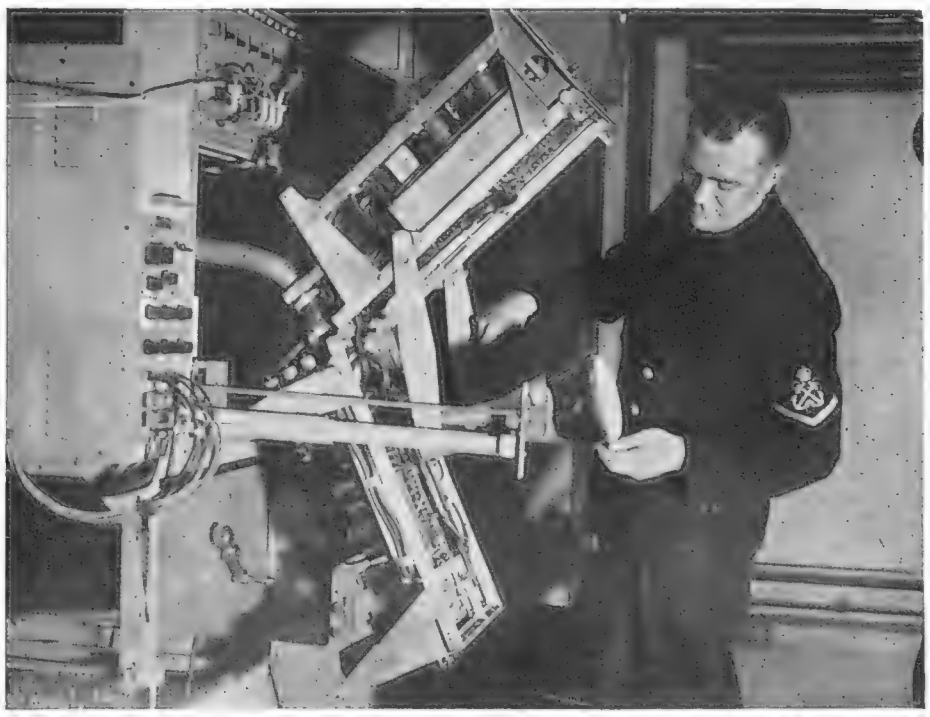
THE TWO TINY VALVES, USED IN TRANSMITTERS, WHICH HELPED TO WIN THE BATTLE OF THE ATLANTIC : The "Sutton" tube on the left is the receiver, and the other valve is the magnetron. Our supremacy in Radar has been made possible by the development of special transmitting modulator and receiving valves. These two tiny objects were the first to pick up the *Scharnhorst* before it was sunk. Lieut. K. J. Day, holding the valves, took part in the battle, and in his words : "These two tiny valves won the Battle of the Atlantic"

A LIGHTWEIGHT WARNING SET designed, built and presented to the Royal Navy by the Canadian National Research Council: Similar types will be used by the Merchant Navy for peacetime purposes



OPERATING THE CENTRIMETRIC ANTI-AIRCRAFT EQUIPMENT designed to provide radar-controlled fire at enemy planes : It takes a team of three men to operate it and serves the main A.-A. batteries in large ships From left to right, the operators cover elevation, range and bearing

AT THE OTHER END OF THE METRE-BAND LONG-RANGE WARNING SET, used by the Navy for giving early warning of aircraft at long ranges : It is now used in all the larger ships and was most successful in the Pacific. In the picture is Lieut. Wierson, of the Royal Netherlands Navy, who developed synchronised power supplies for the two long-range sets on aircraft-carriers He is here looking at the two silicon valves



A MECHANIC IS HERE DEMONSTRATING THE ACCESSIBILITY FOR MAINTENANCE OF RADAR EQUIPMENT ON A WARSHIP : By pulling a lever the "crocodile's jaws" open, enabling immediate repairs or adjustments to be made. Much of this Radar equipment was only made public a short while ago, at a demonstration given at an Admiralty signal station in Southern England

WHERE THE GREAT FLEET OF 112 ALLIED WARSHIPS SAILED IN TO ANCHOR IN TOKYO BAY. THE BAY IS ALMOST COMPLETELY LAND-LOCKED: TO THE NORTH LIES TOKYO ITSELF; TO THE WEST, YOKOHAMA. This is where the formal submission of Japan was made—*Drawing by Percy Home*

TOKYO BAY—Where the Japs Surrendered to the Allies

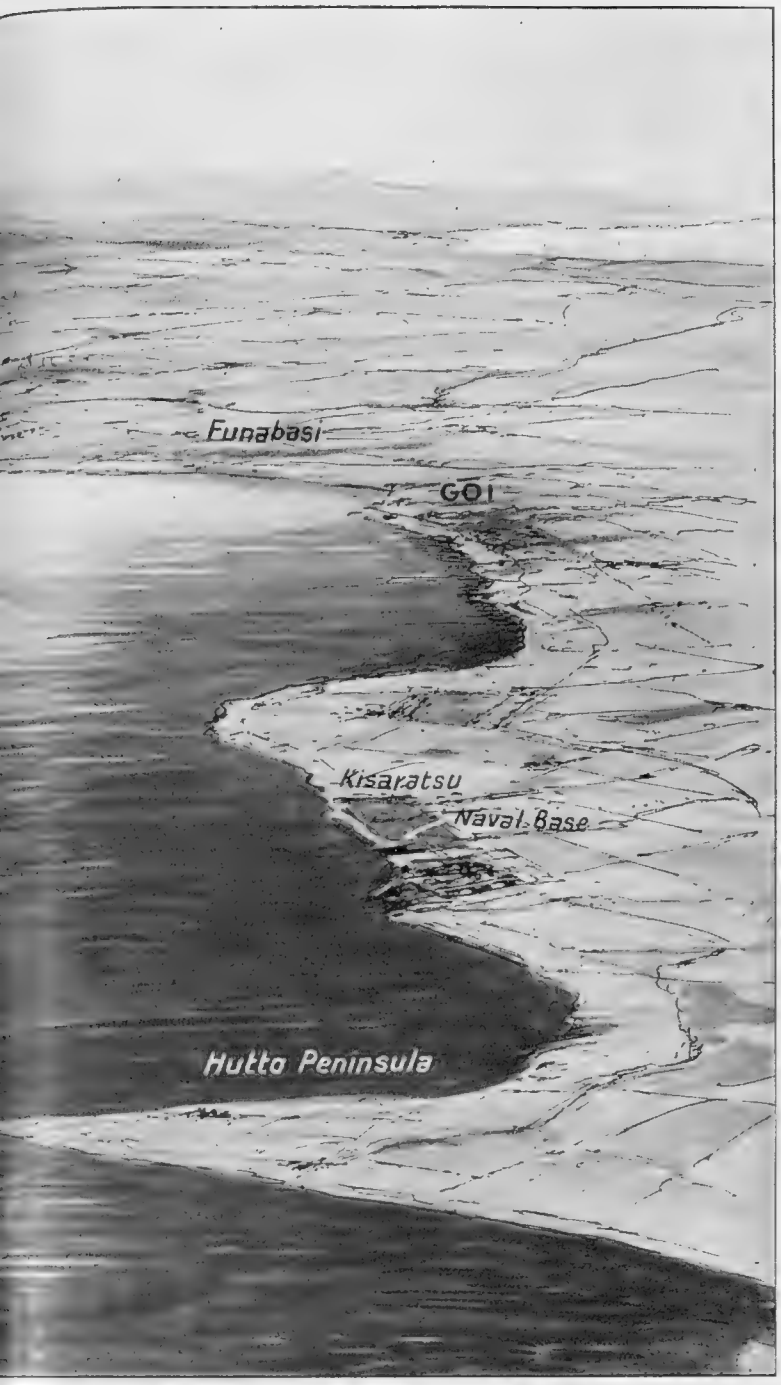
The Great Land-locked Harbour Near the Japanese Capital

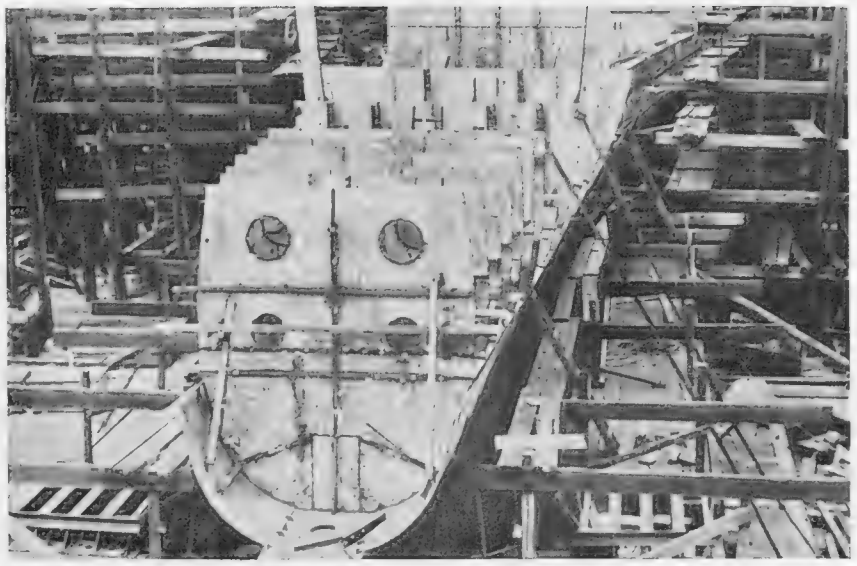
—A Special Sphere Drawing

The place of the official surrender of Japan to the Allied Nations was the sheet of water known as Tokyo Bay It is almost entirely land-locked, entrance to it being obtained through the narrow Uraga Strait. The great Allied fleet of 112 warships, which had previously been sheltering in Sagami Bay moved into Tokyo Bay to the north lay the long waterfront of the Japanese capital. In the centre of the city rise the walls of the Mikado's palace. To the west of the assembled ships lay the city docks of Yokohama, with Mandarin Bluff rising steeply behind. Behind the ships is the naval port of Yokosuka. This, with Yokohama, were both occupied

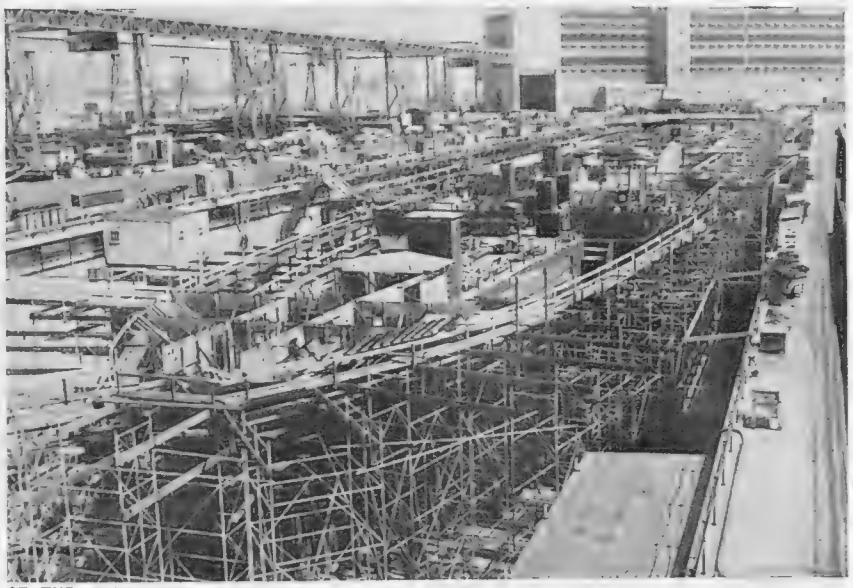
SURRENDER SPARED THE JAPS AN ALLIED INVASION OF THEIR HOMELAND: These "beach-busters" of the Pacific Fleet were waiting at Pearl Harbour throughout the days in which the world waited for the Jap's decision to surrender. They were ready to sail for the Japanese homeland. On the right are amphibious invasion vessels; on the left are destroyer escorts and cargo ships. In the immediate background is Ford Island, anchorage place for the U.S. battleships before the war and prime target of the Jap bombers at Pearl Harbour on December 7, 1941

JAPANESE SURRENDER PRELIMINARIES: The Jap emissaries on an American destroyer Shortly after the Allied Occupation Fleet entered Sagami Bay, south-west of Tokyo, Japanese surrender emissaries came out on the destroyer *Hatsuzakura* to meet the vast Allied Fleet. They were transferred to the U.S.A. destroyer *Nicholas* for talks with Captain Harry Heneberger. Afterwards they were transferred to the U.S.S. *Missouri* by Breeches buoy. From left to right are: Captain Harry Heneberger, U.S. Navy; Captain Inaho Otami, Tokyo Naval Staff Officer; and Captain Yoshihiko Takasaki, of the Yokosuka Naval Base





WORK SUSPENDED WHEN THE JAPS SURRENDERED : This was to have been the Essex-class Aircraft-Carrier "Iwo Jima." She was under construction at Newport News, in Virginia, when the Navy Department cancelled the order. The picture above was taken one day afterwards, when activities had ceased in the once-busy shipyard



AT THE NEW YORK NAVY YARD IN BROOKLYN, only one ship was cancelled : That was the warship *Reprisal*. Workers from this vessel were transferred a few days later to other work in the Yard. The aircraft-carriers *Franklin D. Roosevelt*, *Kearsage* and *Oriskany*, also being built in Brooklyn, are unaffected by the discontinuance orders

"JAPAN HAS NO NAVY NOW" : AFTER A BUFFETING BY AMERICAN AND BRITISH CARRIER-BASED AIRCRAFT OF THE THIRD FLEET, THE JAPANESE CRUISER "ONODO" CRASHES OVER ON TO HER SIDE. She was caught while seeking the safety of a cove near the Kure Naval Base

apan has lost all but 49 of her 369 warships and destroyers, and the wreckage of her once-proud navy trews the Pacific islands seaboards, Rear-Admiral Forest P. Sherman, Deputy-Chief of Staff to Admiral Nimitz, stated at Guam, after his return from the surrender conference at Manila. Japan, he said, had 2 battleships—now only one is left, the *Nagato*, which is heavily damaged and without a crew in Tokyo ay; 9 aircraft-carriers, of which one is operative, and it is heavily damaged ; 7 light aircraft-carriers, and nly two heavily damaged remain ; 5 escort carriers—none left. These ships and another battleship were sunk in the Coral Sea, midway between the Solomons and the Philippines, and in ports where they were finally tracked down ; 19 heavy cruisers—the Japanese Navy list now carries only two, both at Singapore and badly damaged ; 24 light cruisers—only two are left ; 165 destroyers (estimated)—reduced to twenty-six, of which four are badly damaged ; and 140 submarines—now only sixteen, in addition to six German U-boats. The Japanese Navy, as a fighting force, truly no longer exists !

THE "QUEEN ELIZABETH," BIGGEST OF ALL BRITISH VESSELS, BOUND FOR NEW YORK WITH 15,000 AMERICAN SERVICE PERSONNEL ON BOARD: A SECTION OF HER CROWDED DECK AS SEEN FROM THE AIR. As she left Southampton, R.A.F. planes flew past in honour of their former comrades-in-arms. This transportation of American troops is part of "Lend-Lease in Reverse," the costs of the voyage being borne by the British Government

THE RETURN OF THE BIG SHIPS

The Two "Queens" on the Cross-Atlantic Run; and other British Maritime Views

Britain's great southern port is once more presenting the pre-war spectacle of great ships gliding up Southampton Water or setting southwards on their trans-ocean voyages. The *Queen Elizabeth*, biggest and longest of all existing ships, and the *Queen Mary* have both been using Southampton as an embarkation port for tens of thousands of American troops. The *Queen Mary*, with her 81,235 tonnage, is smaller by 4,000 tons than the *Queen Elizabeth*, and is 10 ft. shorter. Outwardly they present all the grace and majesty of peacetime liners, but inwardly they have suffered a sea-change. In addition to these giants, the *Aquitania* and *Mauritania* are making use of the port. The *Nieue Amsterdam*, the fine Dutch liner, is also due at the port, and the 50,000-ton German liner *Europa* is to sail from Bremerhaven to Southampton after she has been altered to accommodate over 9,000 American troops. The view given below was drawn by Mr. Dawson from the Hythe shore of Southampton Water; the *Queen Mary* was proceeding southwards, having left her quay "like a rowing-boat," to quote the words of Southampton's dockmaster. In the background to the right, is the River Itchen

SOUTHAMPTON RESUMES ITS PRE-WAR APPEARANCE: THE HUGE "QUEEN MARY," 81,235 TONS, SETTING OUT FOR A CROSS-ATLANTIC RUN IN THE EA their home port: both are now engaged in transporting American troops back to their own country, and both have been carrying a vast number on each use of Southampton again, now that the war is over—*A drawing made on the spot by Montague Dawson*

THE FIRST VESSEL OF THE CANADIAN PACIFIC RAILWAY'S POST-WAR CARGO FLEET—the 10,000-ton turbo-electric "Beaverdell" after her launching at Port Glasgow: The first vessel of the Canadian Pacific Railway Company's post-war cargo fleet, the 10,000-ton turbo-electric vessel *Beaverdell*, was launched on August 27 from the shipyard of Lithgows, Limited, Port Glasgow. They will replace the original fleet of five Beaver-class ships lost during the war. The *Beaverdell* will have a speed of 17 knots

***On right*—*Unitas*,** the huge 21,846-ton German whaling ship captured in Hamburg, is now being taken over by Britain, and is undergoing a refit in dry-dock at Southampton. The ship lay in the German port during the heavy Allied bombing. It is understood she will now be taken over by Unilever and renamed the *Empire Victory*. Actually a complete floating factory, the ship is one of the two largest of her kind; she will share with the Scandinavian countries in the great whaling industry

THE GERMAN WHALING SHIP WHICH HAS BEEN TAKEN OVER BY BRITAIN: A stern view of the "Unitas" in dry-dock at Southampton, showing the huge opening through which the dead whales are drawn into the interior for processing

DAWN. The two "Queens" have returned to oss-Atlantic trip. Other large liners are also making

***Below*—MAKING THE CROSS-ATLANTIC RUN UNDER HER OWN STEAM: An American Landing Ship nears the American coast.** This photograph was made outside New York Harbour from a Coast Guard helicopter: it shows the L.S.T.503 nearing the end of her homeward voyage from Europe. From the masthead aft flies the long "Homeward Pennant." This vessel was one of four which returned to the United States loaded with Army and Navy personnel and men of the Netherlands fighting forces. Lighter landing-craft hang from her sides and are secured to her deck

THE PACIFIC FLEET TRAIN TO KEEP THE BRITISH EASTERN FLEETS IN FIGHTING TRIM DURING LONG VOYAGES FAR FROM HOME BASES : A few of the many types of non-fighting ships, mostly converted merchant craft, now backing up our men-of-war—*Drawing by Wm. McDowell*

A NEW ERA OF BRITISH NAVAL WARFARE

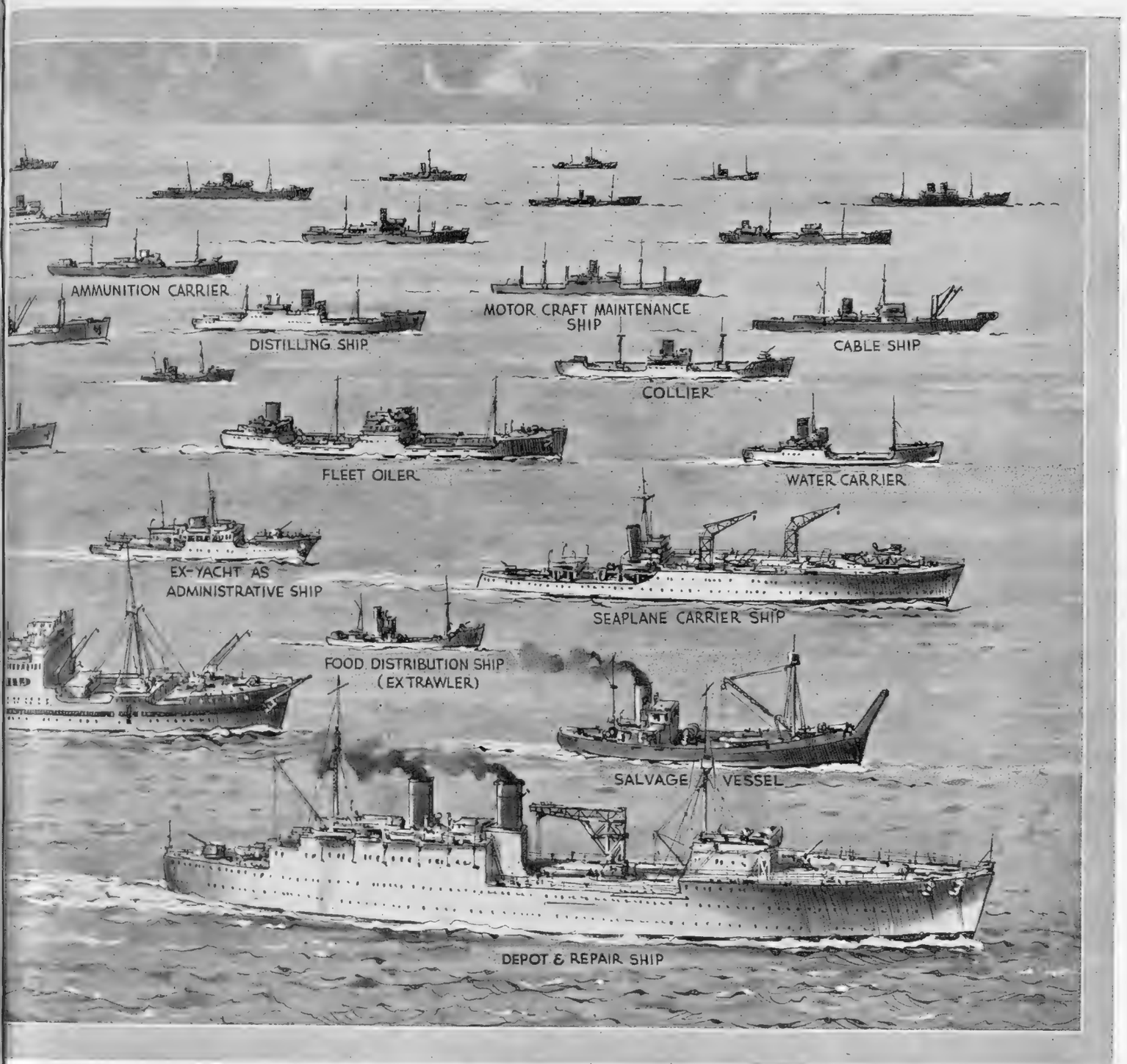
The Royal Navy's "Fleet Train," Introduced for the Campaign by Sea Against the Japs

—A Special Sphere Diagram-Drawing

The idea of a Fleet Train is not new, but the principle, as announced by Mr. Churchill in the House of Commons on September 28 1944, was extended to give the British Fleet complete mobility and to enable it to operate continuously in distant waters on a scale that has not been attempted since the advent of steam, a design that differs greatly from existing ideas whereby a fleet returns to shore bases at regular intervals for repairs, recreation and replenishment of stores and ammunition.

This principle has been developed by the U.S. Navy, but, unlike the Americans, who had time to build a series of land bases across the Pacific as they pushed westwards, the Royal Navy has had from

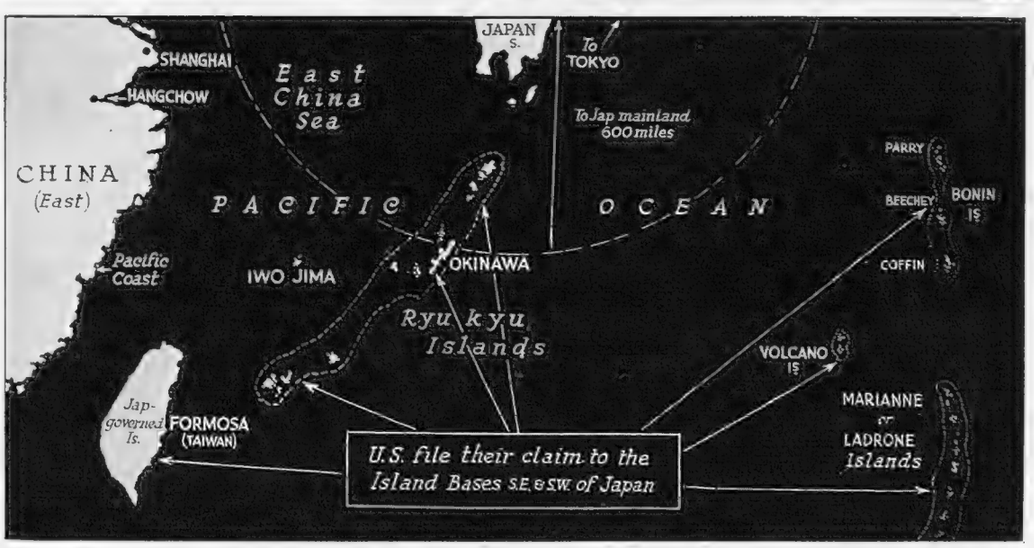
On left—**MANILA HARBOUR, IN THE PHILIPPINES, in the summer of 1945, just before the Japanese collapse :** This is an air-view of the harbour area of Manila, capital of the Philippines, as it appeared in the summer of 1945. Before the capital was liberated on February 23, 1945, the Japanese had razed large parts of the city and damaged its port facilities. However, even before Manila was cleared of the enemy, U.S. Army engineers and U.S. Naval Construction Battalions moved in to repair the extensive destruction. By July 1945 all of Manila's pre-war piers had been cleared of rubble and repaired, and new ones had been built. An average of fifty ships anchored in Manila Harbour, excluding the warships of the Seventh Fleet, which stood guard over the newly-liberated Philippine waters. More than twenty American Liberty ships daily discharged at Manila's piers vast quantities of supplies and equipment which were amassed in the area as the tempo of the war against Japan rose hour by hour



the start to operate between 3,000 and 4,000 miles from its main base in Australia The function of the Pacific Fleet Train is to feed, service and maintain the Battle Fleet, and enable it to operate in areas where distance precludes its returning to base except very occasionally. It is, in effect, a floating industrial seaport, under its own steam, with factories, repair shops, floating docks, cranes, stores, barracks, hangars, refrigerators, fuel depots, waterworks, ferries, breweries, hospitals administrative offices, and social and amusement centres.

The complete Pacific Fleet Train, under the command of Rear-Admiral D. B. Fisher, comprises well over 100 vessels of thirty specialised types sailing under the White, Red and Blue Ensigns. A number of these ships have been built in Canada, as it was found more economical to adapt new merchant ships while they were building for the exact purposes they would have to fulfil; in other cases, existing merchant ships have been adapted. The services provided by the Pacific Fleet Train in forward operational areas include food, water, ammunition, transportation of drafts amounting to 1,000 men a month, stores, spare parts, repairs, maintenance, refuelling, accommodation, administration, amenities, salvage and working parties; in addition, there are the minor services supplied by 400-odd harbour craft, tugs, lighters, M.F.V.s, etc.

The great task of feeding and supplying the Pacific Fleet at a distance of between 3,000 and 4,000 miles from its main base at Sydney has developed on issuing ships. These are usually 8,000- 10,000- ton Victory ships. They are not bulk loaded as freight ships, but, like floating department stores, their goods are stowed in racks or bins, so that every item is available for immediate issue in small or large quantity. Victualling Supply Issuing Ships are designed to carry 30,000 men-months of meat, vegetables and non-refrigerated stores, including clothing and mess gear to meet the needs of 10,000 men for one month. The Pacific Fleet and its train can empty one of these in about ten days.



THE U.S. FILE THEIR CLAIM TO BASES AMONGST THE ISLANDS OF THE PACIFIC OCEAN: In a broadcast made by President Truman on August 10, he said that "though the United States wants no territory or profit or selfish advantage out of this war, we are going to maintain the military bases necessary for the complete protection of our interests and of world peace. Bases which our military experts deem to be essential for our protection and which are not now in our possession, we will acquire. We will acquire them by arrangements consistent with the United Nations Charter." Speculation on this statement has ended with the conclusion that the United States "have now officially staked their claim to . . . the islands from Formosa to Okinawa and Iwo-Jima, and others in the Western Pacific." These are indicated in the diagram above

IN THE GERMAN POLICE STATION AT HANOVER: MAJOR JACKOBS (WHO COMES FROM HOLLAND PARK, LONDON), OF THE M.G. SAFETY DEPARTMENT, WITH THE STAFF OF THE HANOVER POLICE FORCE AT ONE OF THEIR WEEKLY CONFERENCES. From left to right are Polizeirat Krohne, Kriminalrat Nager, Oberregierungsrat Dr. Tagethoff, Captain Balding, Major Jackobs, Personal Secretary of the Polizei-prasidium Fischer, Police President Barth, Captain A. Jackson and Police Inspector Ludwig

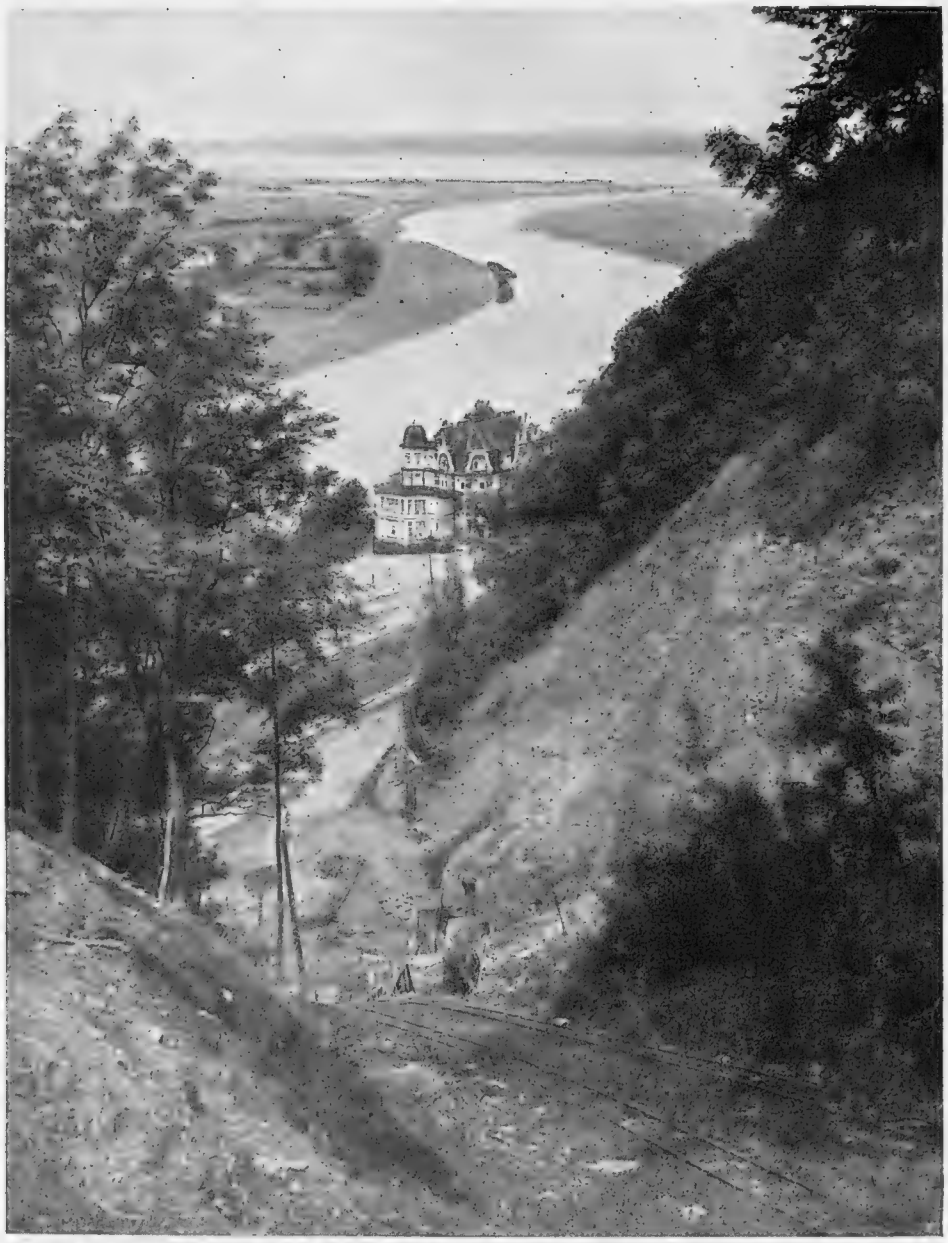
MAJOR JACKOBS, OF THE MILITARY GOVERNMENT SAFETY DEPARTMENT, AND THE CHIEF OF THE HANOVER POLICE discussing police affairs in the Major's office: These conferences are held daily to ensure complete liaison

ALLIED MILITARY GOVERNMENT IN GERMANY

—And the Displaced Germans from Czecho-Slovakia

Allied Military Government units in Germany have a tough job to do. They are engaged on the reorganisation of local governments and police; combing out Nazi officials and supervising those Nazis whom circumstances made it necessary to retain for the time being; supplying food and seeing to its production; listing and returning to the rightful owners looted works of art; reorganisation of public utility services—these are some of the main problems whose solution involves a complicated network of smaller tasks. In addition to the rehabilitation of the static populations of German districts, there is the vast and still growing problem of displaced persons to be dealt with. These pictures are from a series taken in Hanover

ONE OF THE FIRST MILITARY GOVERNMENT JOBS IS TO POST PROCLAMATIONS AT ALL IMPORTANT POINTS IN THE TOWN: This has to be done in the presence of two witnesses—in this case, they are the Chief of Police and the Police Secretary of Hanover. The poster declares the dissolution of the Nazi Party



THE MINE AT MINDEN, WHERE THE GERMANS HID A MUNITION FACTORY: A view of the line along which the machinery was brought up the side of the mountain. The Weser River lies below, and the building seen in the picture is an hotel which was used by the Gestapo as headquarters

SILENT MACHINERY IN THE MINDEN CAVES: It is now being guarded by Dutch mechanics. Early in 1944, the Germans took over a quarry beneath a mountain which marks the gateway to Westphalia. Here, at Minden, they then began to install machinery which they had brought from Holland. Hidden from the Allied Air Forces, they hoped to keep up a steady supply of munitions, including electrical fittings for their V-weapons. They imported large numbers of slave workers, many of them girls who were forced to live in the caves because their camp was not ready. Production had just begun when Minden fell. There are nine "floors," and each is serviced by a lift. Each day a Dutch mechanic now carefully tends the machinery. When labour again becomes available it will all be taken back to Holland

AT THE FIRST WAR GUILT TRIAL WHICH OPENED AT THE INFAMOUS DACHAU CAMP ON AUGUST 24 : The dramatic moment at the trial when the prosecuting witness, Josef Pusch, the German whose truck was used to carry five Americans to a place where they were slaughtered, identifies a cap which he took from one of the bodies and kept as evidence of the killings. He knew that wrong was being done, but was powerless to avoid it, so retained the evidence and turned it over to the Americans when they arrived. On the left in the witness chair is Josef Pusch identifying the cap ; seated next to him is Werner Conn, an American soldier who acted as interpreter. Holding the cap on the right is Captain Victor Miles, the Prosecutor

A GENERAL VIEW OF THE COURT AT DACHAU IN SESSION, in a room which was once part of a Messerschmitt factory : The very brilliant lighting in the courtroom is due to the fact that the whole proceedings were photographed on cinema film by a film unit of German cameramen of the Bavarian Film Company, for use by the American Office of War Information. They can be seen behind the railing. The witness giving testimony is the man who saved the cap in the tool chest of his truck, Josef Pusch. On the left is the table for the prosecution—on the right is the table where the defendant and his counsel sit

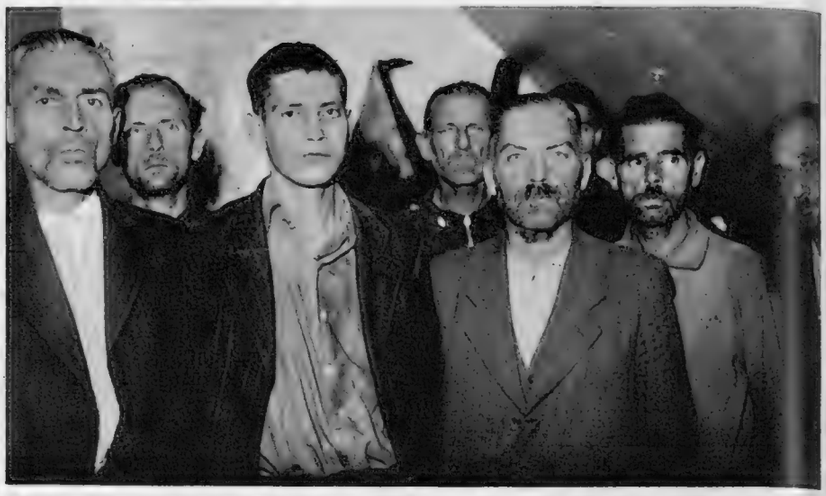
The two pictures given here were taken at the first War Guilt Trial which opened on August 24 at what was formerly the infamous Dachau Concentration Camp. In what had once been a building given over to making parts for Messerschmitt planes, the court was convened to try an Austrian who was accused of having wilfully shot and killed an American pilot who had crash-landed after his plane had been hit by flak. The Dachau Camp is to be the location for the trials of many of the people who have been collected by the Third Army under suspicion of being guilty of war crimes. There will be three courts in operation. The one shown in these pictures is the first, and was held in the largest courtroom, which holds about 200 spectators. There were many American soldiers and also a number of German civilians. The accused was Franz Strasser, an Austrian who was Kreisleiter of Kaplitz, in Czechoslovakia. On December 9, 1944, a four-engined American bomber crash-landed near Kaplitz and five Americans survived the landing without injury. They were placed under arrest by a captain of police and were put in a truck to be taken to the local army barracks. Strasser arrived at the time the truck was to leave and engaged in conversation with the captain of police, at which time German witnesses who were present said the two decided to kill the Americans according to the advice of Dr. Goebbels, who had been calling the airmen "killers." When the three vehicles reached a hill-top, the men were told to alight from the truck, and they were shot down in cold blood, a fact which the evidence of several eye-witnesses bore out plainly. The defendant was seen to stand over a wounded airman with a machine-pistol and rake him from head to toe with bullets. He put up a weak defence that he thought they were trying to escape, but this had little weight against the stories of the eye-witnesses, who would have resisted if not for the risk to their own lives. The final judgment of the court was that the man was guilty and should be hanged

EIGHT HUNDRED THOUSAND HOMELESS GERMAN REFUGEES ARE SWARMING INTO BERLIN FROM AREAS IN THE EAST—and they are reported to be facing starvation : These three pictures, just made in Berlin, illustrate the situation created by the displacement of millions of former residents of Poland and Czechoslovakia —all Germans—who have been compelled to evacuate their homes. Since July 1, 800,000 German refugees from these territories have arrived in Berlin. Most of them have been forced to leave again, as there is insufficient food and shelter for them in the German capital. A chaotic condition has resulted—men, women and children wander over the country from city to town. The problem, apparently, is insoluble so long as the Germans arrive without supervision in disorganised groups. As winter approaches, Allied authorities search for a solution. Some of the refugees have not seen a newspaper for months. All the pictures were taken in or near the Stettiner Railway Station in Berlin, after the arrival of the latest group of exhausted Germans from the territories now taken over by the Poles

ARRIVING AT THE STETTINER RAILWAY STATION IN BERLIN : The refugees arrive with all their worldly possessions loaded on to handcarts

AMONGST THE REFUGEES ARE GREAT NUMBERS OF CHILDREN : They all come from Poland and Czechoslovakia, which no longer want them as residents

FIELD-MARSHAL ALEXANDER VISITS POLA: On August 4, Field-Marshal Sir Harold Alexander visited the port of Pola. He was met at the aerodrome by Brigadier Scott-Elliott. After meeting the naval officer in charge, Captain L. B. Hill, he toured the town. Later, he presented medals and addressed a parade of 2,000 British troops of the Pola garrison. Here the Field-Marshal is seen pinning the ribbon of the Military Medal on the shirt of Sergeant A. L. Walker, D.C.M., of Dartford, Kent, who is now serving with the R.A.M.C.



AMONG THE GERMAN WAR CRIMINALS ABOUT TO BE TRIED IN PARIS IS THE BOY KARL DIETZ: He is charged with killing five Frenchmen whilst he was still only ten years old

The trial is about to begin in Paris of the world's youngest war criminal, Karl Dietz, fifteen-year-old member of the Hitler Youth and later a member of the Werewolf Organisation. In 1940, when he was only ten years old, he went close up to five French prisoners of war and murdered each of them—shooting them through the heart. Dietz admits his crime. While passing a group of prisoners working in the fields he struck one of them with a pitchfork: the Frenchman swung round and slapped Dietz. The boy reported him to the local Gestapo, whereupon the S.S. men, anxious to teach the prisoners a lesson, picked out five men and allowed the boy to shoot them. Here the young desperado is seen with other Germans prior to the opening of the trial

FOREIGN NEWS-ITEMS

Shown in Pictures from Many Quarters of the Globe

DE GAULLE'S SON IN TRAINING IN THE UNITED STATES: Philippe H. De Gaulle, son of General Charles De Gaulle, is here seen with Lieut.-Commander C. G. Ferguson at the Naval Air Station at Memphis. Lieut. De Gaulle is being trained as a pilot

IN THE PHILIPPINES—a monument is erected to the American 25th Division on Luzon: At the peak of Balete Pass, on Luzon, where men of the 25th ("Tropic Lightning") Infantry Division fought for 105 days, with casualties numbering 2,365, a monument has been dedicated in honour of the men who gave their lives in the defence of the Philippines. Here is a general view as the monument was unveiled by General Walter Krueger, Commanding General of the American Sixth Army

THE ALLIED AIR COMMANDER IN SOUTH-EAST ASIA VISITS THE INDIAN NORTH-WEST FRONTIER: Air Marshal Sir Keith R. Park has just paid a visit to R.A.F. stations on the North-West Frontier. Among the places he visited was a paratroop training school, an air-crew mountain centre, and the Military Staff College at Quetta. At the last-named he gave a lecture to officers attending the course. He is here seen with Major-General S. F. Irwin, Commandant of the College (on left)

NAZI DESTROYERS STEAM INTO AN AMERICAN PORT: Flying the Swastika beneath the Stars and Stripes, two German destroyers, partially manned by German officers and men, are shown arriving in Boston Harbour on August 7—the first Nazi surface craft to enter an American port since the German surrender. The ships sailed from Plymouth, where they had been taken following the cessation of hostilities in Europe

***On right*—THE TREK TO THE EAST IN AMERICA:** Since 1941 men and women from all corners of the United States have flocked to war production centres for jobs to help make America the "Arsenal of Democracy." Huge airplane plants and shipyards on the west coast drew a horde of willing workers. With the war over, "cutbacks" and the resulting mass "lay-off" have started migration eastward in almost the same proportion as the trek westward of pre-war days. In the two pictures on the right Mr. Edmond W. Snow, thirty-eight years old, is heading back to Minnesota with his family after four years' war work at the Consolidated Vultee aircraft plant at San Diego, in California. Snow was single when he arrived in San Diego in 1941. Married now, his wife and two sons accompany him. He intends to buy a small farm with savings from his war job

THE GEORGE MEDAL FOR FOUR AFRICANS WHO RISKED THEIR LIVES IN KENYA in trying to rescue airmen in a burning plane in November 1942. From left to right, they are—Cheboi Arap Chepkurui, Kibersage Wa Macharia, Chemweno Arap Chepkoiyu and Kimgech Arap Kigen

Four Kenya Africans who risked their lives in the rescue of R.A.F. men trapped in a burning plane near Sergoit, in the Rift Valley Province, on November 26, 1942, received public recognition of their bravery during the presentation of insignia which took place at the Kenya Legislative Council Meeting in Nairobi on May 1, 1945. They were brought specially from Eldoret to receive their awards from the Governor. At the time of the crash the men were working near by. The plane immediately burst into flames, but notwithstanding the danger, these men climbed amongst the burning wreckage and exploding ammunition to extricate the crew.

CAIRO WORKS OF ART ON VIEW AGAIN : Examining the exquisite inlay work in a prayer niche. The central decorations are star polygons of small panels surrounded by borders in flowering Kufic. The work was executed in the Middle Ages

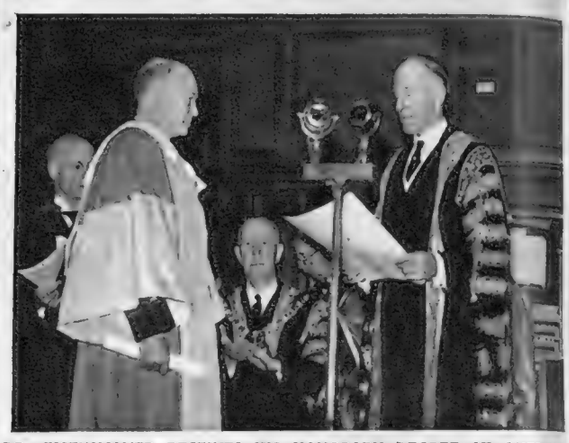
THE BEAUTIFUL EGYPTIAN PRINCESS : Third sister of King Farouk, Princess Fazia, is here photographed on arrival at Geneva, at the beginning of a visit to Switzerland. She travelled from Egypt by air, as a passenger in an American Flying Fortress

BACK IN CAIRO AGAIN : These centuries-old water-jars and pedestals are made from marble imported from Italy. Similar water-jars are still used in Egypt to-day : After being safely stored in a chamber cut out from solid rock centuries ago under the Temple of the Bulls at Sakara, 20 miles from Cairo, priceless Arabic works of art have again been arrayed in Cairo's Museum of Arab Art near the Citadel. The works of art were removed in 1940, when the danger of air raids made it no longer safe for them to remain in the Museum. Their storage place was 45 ft. underground, alongside chambers housing giant coffins of granite in which were mummies of sacred bulls buried with Royal honours centuries ago. The collection—one of the most famous in the world—comprises exquisite miniatures ; illuminated copies of the Koran ; carvings of hunters, warriors and dancing girls from the fabulous palaces of the Fatimed Caliphs ; delicate lamps of glass coloured with enamel ; scores of richly inlaid weapons ; and many other priceless treasures

THE WAY BACK TO THE FARM : An American family returns from one of the American war-production centres in California to their former home in Minnesota. Their route lies along Highway 66

PICTURES from ENGLAND and NORTHERN IRELAND

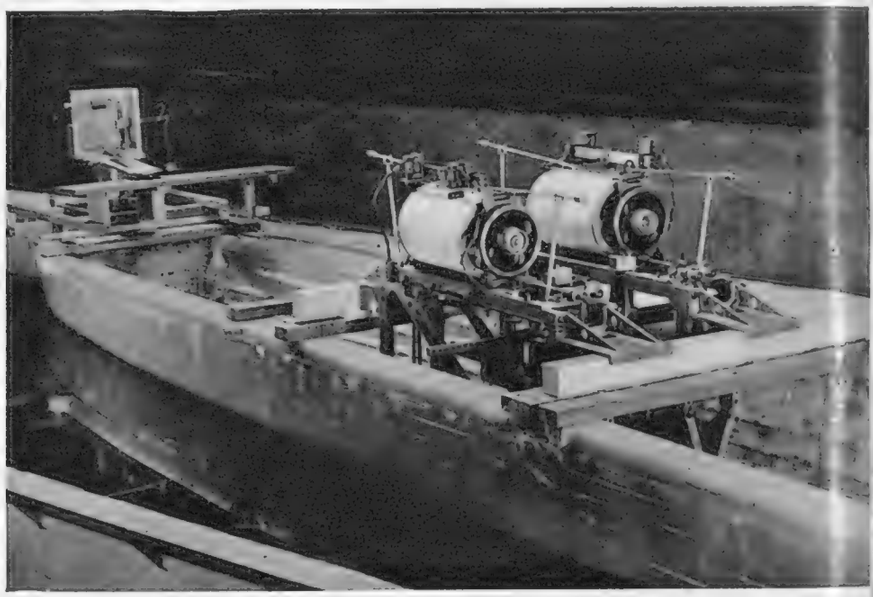
GENERAL EISENHOWER ARRIVING AT THE CITY HALL IN BELFAST TO RECEIVE THE FREEDOM OF THE CITY: With him are Sir Crawford McCullagh, Lord Mayor (whose guest he was during his two-day stay), and the Hon. Mr. Justice Fox, K.C. (Recorder of Belfast)



DR. EISENHOWER RECEIVES HIS HONORARY DEGREE AT QUEEN'S UNIVERSITY from the Marquis of Londonderry

General Eisenhower, Supreme Commander of the Allied Forces of Liberation in Europe, paid a two-day visit to Northern Ireland on August 23-24, to receive the Freedom of the City of Belfast and the honorary degree of Doctor of Laws at Queen's University. He was the guest of the Lord Mayor during his stay. "Irish hospitality brought me here," he said, "but Irish weather almost kept me away." His plane was two hours late. He flew from Germany to London, where he had lunch, and then resumed his journey to Ulster

THE WORK OF THE ROYAL CORPS OF NAVY CONSTRUCTORS AT BATH—a picture taken on June 12, 1945, in the modelling room. A model aircraft-carrier, with which tests are carried out, is under construction: in the background is a completed model of H.M.S. "Nelson"



A MODEL SHIP AT THE ADMIRALTY EXPERIMENTAL WORKS AT HASLAR, NEAR PORTSMOUTH: This picture shows the inner drive apparatus and the recording mechanism. Using scale models of British warships and miniature torpedoes, mines and bombs, a team of British naval experts have for years been fighting a war of their own in specially built water-tanks. Their job is the designing and producing of the perfect warship. To enable them to compile statistics and data of performance, as well as reaction to underwater explosions under action conditions, tests are carried out, and high-speed precision cameras film the whole action

BOYS OF A MEDWAY TOWN BUILD A NURSERY SCHOOL—a busy scene in the Nursery Block: the boys are fixing the roof structure, brick-laying, making various benches and tables, and painting. Boys of fifteen, straight from school, working under the Building Apprenticeship and Training Council scheme, are now building a nursery school in Glencoe Road, Chatham. The principle of the scheme is that these boys are serving their apprenticeship in actual building, thus gaining knowledge at first hand. They earn and build while they learn. Local authorities are no less pleased than the boys, the employers and the operatives, because this method is helping the man-power shortage. Expert work is guaranteed by careful supervision. On a site near by, other boys are shortly to begin work on eight houses. Arrangements have been made for the carrying out of building by apprentices under the scheme in twenty-four areas in different parts of the country

THE PAX ROMANA CONGRESS AGAIN MEETS IN LONDON: Delegates to the Pax Romana Congress met in London, on August 28, for the first time since the summer of 1928. The Congress aims to preserve International relations by personal contact with its members, who are all Roman Catholic University men and women; for twenty years it has met in a different country every summer. In this picture, from the left, are seen Father Zwartkrino (Holland); Prof. Lojendio (Spain); Abbé Gremand (Switzerland); and Père Faidherbe (France)

THE GOOD OLD DAYS! A scene on the Brighton Road: Rattling and swaying, the old yellow-and-black London—Brighton stage-coach bowls merrily out of Crawley, while the veteran Harry Love blows a resounding blast on his posthorn. The coach has been brought out of retirement in aid of the funds of Crawley Hospital

AN UNUSUAL HARVEST, which means a good time for the canaries! Boys are helping with the harvest of a 10-acre field of canary seed, grown by Mr. E. Harris at Guiting Power, in Gloucestershire, on poor land previously used by the military. The crop is a good one, although few attempts have been made to grow canary seed in this country. At present the seed is selling in shops from 8s. 6d. to 10s. per lb.

A "MIRACLE SHIP" IN THE THAMES: The "Horace Binney" in the King George V Dock after she had been salvaged in the Channel

A "miracle ship" is now discharging her cargo in King George V Dock in the River Thames, after Admiralty experts had decided that her back was extensively fractured and that it would be a miracle if she was salved in one piece. The vessel is the 10,000-ton steamer *Horace Binney*, the last ship to be mined during the European War. She hit a mine on VE-Day, about 40 miles off Ostend and was towed to the Downs at Deal and beached. Captain R. Brooks, chief salvage officer of the Port of London, was so convinced that he could succeed in getting her to the Thames that he was given the task. Some of her cargo was salved and then she was towed afloat and finally reached the Thames, where she was strapped up, bars being welded to her hull to hold her together. Now she is in King George V Dock discharging the balance of her cargo before she is repaired and made ready to sail again

THE FRACTURED AND STRAPPED-UP SIDE OF THE HULL, showing the wonderful ship "surgery" carried out on the "Horace Binney"

HOW THE VESSEL'S CARGO SUFFERED during her misadventures: Salvage men at work among the burned and broken merchandise

AMERICAN SOLDIERS PERFORM SHAKESPEARE IN LONDON: Miss Fabia Drake, who produced "Henry V," going over the script with some of the men who took part in the play. Some of the American Forces still awaiting repatriation in this country are taking a nine-weeks course of training at the Royal Academy of Dramatic Art. Sir Kenneth Barnes, Principal of the Academy, has arranged the courses at the instance of the U.S. Army authorities, and the training has been taken up with great enthusiasm. *Henry V* has just been performed by them under the direction of Miss Fabia Drake, and was excellently acted. An American W.A.C. who was to have taken the part of Princess Katharine has gone back to America, and Miss Renee Asherson, Robert Donat's leading lady, took her place

THE LOVE SCENE FROM "HENRY V"—King Henry V (Staff-Sergeant Leon Drew) asks Princess Katharine (Miss Renee Asherson) to be his wife

THE GERMAN AND ITALIAN PRISONERS IN BRITAIN

The Different Categories in Our Hands—Their Employment in Various Industries, Rates of Pay and Treatment

By CHARLES GRAVES

NOW that Lend-Lease has come to such a dramatic conclusion and this country will be compelled more than ever to cut down her imports, and therefore rely more and more on home-grown foodstuffs, the numbers and employment of enemy prisoners of war is of the first importance.

To-day there are 207,000 German prisoners of war and 153,000 Italian prisoners of war in Great Britain. Of these, 50,000 are not fully employable for one of three reasons. The first is that, by the Geneva Convention, which deals with prisoners of war, full corporals and upwards (including all officers, of course) may not be employed by their captors in any manual work of any kind. Senior N.C.O.s can be detailed to supervise labour, but do not themselves have to take part in it. This ruling accounts for large numbers of the prisoners. Again, according to the Geneva Convention, there are protected personnel, such as stretcher-bearers, who cannot be made to work except in their specialist capacity. Over and above all this, there are 20,000 German prisoners who are regarded as still too ardently Nazi to be employable. They are segregated in a dozen special camps in remote and austere regions. In which connection, it may be pointed out that the murder of two German prisoners of war by their colleagues, one near Sheffield and the other at Comrie, in Perthshire, occurred respectively in December 1944 and January 1945; although the court martials have taken place much later.

Last winter German prisoners were being brought over in such vast numbers that the officers detailed to segregate the acute Nazis from the ordinary soldier had not time to carry out their job completely. Hence the clashes which resulted in the murders. To-day, there are these special camps for the apparently incurable Hitlerites, and although they are doing nothing to earn their keep, one need not be sorry for them. Their food is sparse, their recreations are nil, and the very fact that they do not work means that they cannot earn the few coppers a day which would enable them to buy a packet of cigarettes or a razor-blade at the end of the week. Unskilled labour is paid at the rate of ¾d. an hour for a minimum eight-hour day. Skilled labour is paid at the rate of 1½d. an hour. This means that, as they do not work on Sunday, they must work Saturday afternoon in order to earn 3s. or 6s., as the case may be.

At the present minute, 83,000 German prisoners of war are busily engaged on the corn harvest, and when this has been brought in they will be switched to bringing in potatoes and beet. When this is done they will revert to hedging, ditching, drainage and forestry, while others are hard at work clearing housing sites.

In all, 150,000 Germans are now employed, compared with barely 50,000 at the end of May. The reason for this sudden jump in numbers is that, until VE- and VJ-Days, there were not enough British troops to guard German prisoners of war. For security reasons it was impossible to send them into the countryside unescorted, and there were not enough British troops to escort parties of less than fifty. Such large batches were, of course, far too big for the average farmer to absorb, so it is only now that the penny packets of two, three, six, up to a dozen or so of men, can be utilised. Previously they were sitting idly in the base camps.

The reports of all those now working on the land are excellent. They are completely deflated by the utter collapse of Germany, but they maintain an innate discipline and pride in efficiency, which is translated into good work. Actually, there have been several instances of German prisoners of war putting each other on charges for not working hard enough. Now that the Japanese War is over, prisoners of war can be detailed to handle ammunition, which was previously impossible. Even before VE-Day German prisoners could be ordered to clear their own minefields, as has been done on the Continent.

In a branch of the War Office, a map of Great Britain is studded with flags. The royal blue ones denote Italian labour, red denote German base camps, apple-green denote non-co-operators, black denote German labour camps, yellow denote composite camps, blue and white denote Italian pioneer companies, red and white denote German pioneer companies. The map shows that there are Italian prisoners of war working in the Orkneys, Germans in Caithness, Italians in Harlech, Cornwall and in the Isle of Wight, as well as other places all over the country.

Recently there has been a concentration of prisoners of war in Norfolk, Suffolk, Lincolnshire, Bedfordshire and Hertfordshire, for the harvest, and the heavy character of harvesting has compelled the military authorities to increase slightly the rations of these prisoners of war. Here is the daily diet. Breakfast: a cup of tea, three slices of bread and margarine with offal, paste or jam. The mid-day meal consists of 2 lb. of bread for three men, ¼ lb. margarine for eleven men, and 1 lb. sausage meat among twelve men. Supper is stew, thickened with oatmeal, vegetables and sauerkraut (if available). As a matter of fact, several farmers employing prisoners of war on the land have been writing letters to the newspapers to complain that the diet is insufficient; so the hungry civilian cannot complain overmuch, especially as these prisoners are helping the harvest in a very big way.

They would, in fact, be able to help the appalling shortage of houses as well, if it were not for the Trades Unions. The Trades Unions have to be consulted on every form of employment to which prisoners of war are detailed, and exhaustive discussions have occurred before they are allowed to do any work whatsoever. Even now, these prisoners, many of them expert house-builders, are not allowed to do more than clear bombed sites or lay sewers. Nor, if it comes to that, will the Union of Slaughtermen allow them to slaughter cattle, in spite of the shortage of English slaughterers. Some of them, however, have been permitted to make sausages, to handle mail bags for the G.P.O., and to clean locomotives in railway engine-sheds.

Nothing, of course, can prevent Italian prisoners of war making their own macaroni for their own consumption, but some who were starting quite a good little local industry of making plaited baskets from osiers in Merioneth, were promptly forbidden to do this locally. Some of the Italians billeted on farms have rendered yeoman service as milkers and stockmen. As far as the Italians are concerned, 117,000 of them were "co-operating" some months ago. The remainder have been addressed by Count Carandini, the Italian Ambassador in London. As a result of his talks, large numbers of abstainers are now co-operating.

Latest figures for the crime record of prisoners of war make interesting reading. Over a two-month period ending July 1, there were four attempts to escape and 367 refusals to work. Damage to civilian property occurred on only five occasions. There were 148 cases of malingering, 224 absences from work parties, 211 cases of men staying out of their billets after hours, and 33 cases of undue fraternisation. Insolence and insubordination is shown in three separate entries. Towards British personnel there have been 212 cases of this among non-co-operators, and 156 among co-operators. Insolence and insubordination towards their own non-commissioned officers and officers numbered 379 among the Italians and 410 among the Germans. The total number of cases of insolence and insubordination shown towards civilian supervisors was 131.

All such incidents result in the perpetrators being immediately returned to their base camps, where they can earn no more money, quite apart from getting sentences confining them summarily to their cells up to a period of twenty-eight days on the order of their Commanding Officer. If the case is regarded as too serious for the Commanding Officer to handle, a court martial ensues, and sentences up to and including capital punishment can be inflicted.

Those who behave well can spend their maximum of 6s. a week on cigarettes and razor-blades, and the like, in their N.A.A.F.I. canteen; but there are no Red Cross parcels, and none is able to get in touch with his family in Germany. The reasons for this are that the disruption of communications and the gigantic displacement of population make it impossible for their relatives to be contacted. Many of the latter, incidentally, have no idea whether their sons, husbands or brothers in British prisoner-of-war camps are still alive. In the meantime, every approved prisoner-of-war camp can convert its dining-room into a concert hall and have musical entertainment. Some of this is supplied by the Y.M.C.A. (an international organisation), which also on occasion produces cinema shows and facilities for games. The ordinary 10 per cent. N.A.A.F.I. rebate also provides amenities.

There have been scarcely any attempts to escape for the past three months, in spite of the lack of escort. There is obviously nothing to which the prisoners can escape. The only incident of this type of lawlessness was when some German prisoners of war were caught getting back into the camp. They had done it for a bet and a thrill.

There is no doubt about it, the Germans know that they are prisoners of war, and that their country has been smashed. They are having a tough time doing a very great deal of hard, useful work. Every week new work camps are being started. There are now 250 of them.

How long the present situation will continue remains to be seen. A big question-mark hangs over the future of the 153,000 Italian prisoners of war. Sooner or later, possibly sooner, they will be allowed to return to their native land. The Germans are presumably destined to make a much longer stay in this country, particularly in view of the recent Lend-Lease developments. But even after the last war, German prisoners remained in this country for as much as eighteen months in some cases. This time it may well be longer.

THE FAMOUS BELGIAN MILITARY CAMP AT BEVERLOO (50 miles from Brussels) is now used as a prison for those Belgians who fought with the Germans during the war: Most of the buildings of this camp were destroyed in May 1944, when Allied bombers hit them, and killed thousands of Germans in occupation there. The Belgian prisoners are now busy demolishing the damaged buildings. There are 2,300 men in the gaol, but it is capable of holding 10,000: later, it is to be turned back to the Army. Most of the prisoners are young men under twenty-one years of age whose re-education will be attempted, as it is considered that there are extenuating circumstances. Apart from having to keep the camp clean and orderly, the prisoners work for seven hours a day. They receive ordinary civilian rations, but no sweets or coffee, as these are still difficult to obtain in Belgium. Here is a gathering of prisoners just back in camp at the end of a day's work

THE BELSEN CRIMINALS NOW AWAIT TRIAL: Irma Grese, who was in charge of the Death Cells in the camp, and Josef Kramer, the "Beast," photographed together in the yard of the prison at Celle

THERE IS NO CORPORAL PUNISHMENT AT BEVERLOO: Each man accused of laziness, robbery, or other offence, is turned to the wall to await questioning by the Director, Mr. A. Luyckx, formerly Inspector of Prisons. The man on the right had stolen jam: he will be punished by being made to stand alone in the middle of a yard

The FASTEST "ORTHODOX" BRITISH FIGHTER

Details of the new British fighter, Tempest II, have just been released. It is a great improvement on the Hawker Tempest, which came off the secret list last year and proved to be even faster than the Spitfire.

Designed by Hawker Aircraft, Ltd., the new plane is a low-wing, single-engined single seater, with a single fin and rudder. It is powered by a Bristol Centaurus V engine of more than 2,500 h.p. driving a Rotol four-bladed constant-speed propeller.

Its armament consists of four 20-mm. cannon in the wings. Other details are: Span 41 ft., length 33 ft. 6 in., height 14 ft. 6 in., wing area 302 sq. ft., and weight about 11,000 lb.

The first Tempest was known in October last year as the fastest "orthodox" British fighter. In combating flying bombs, Tempests scored nearly 600 kills. They were operating from airfields on the Continent at the time of the German collapse.

THE NEW TEMPEST IN FLIGHT: This is the aircraft which shot down nearly 600 flying bombs. Pictures of it have only just been released by the Air Ministry, but many of its details are still secret

AT THE MALARIA RESEARCH HEADQUARTERS NEAR EPSOM mosquito larvæ get their daily ration of algæ (water weed) and yeast. The tanks in which the larvæ are kept are aerated through rubber tubes

MR. PERCY GEORGE SHUTE AT WORK: From the walls of his laboratory, early pioneers in the fight against malaria watch the Assistant Malaria Officer to the Ministry of Health carry out his researches

The FIGHT AGAINST MALARIA

"Toots," the rabbit, raises no objection to providing hundreds of mosquitoes with their meals: These flies are, so far, harmless to humans, but those in the box underneath, are infected with malaria

Having extracted an infected mosquito from its gauze-covered container for inspection, the experimenter replaces it and then presses the container against his arm to be bitten: He thus infects himself with malaria for research purposes

Tucked away in a corner of the vast grounds of Horton Emergency Hospital in Surrey, not far from Epsom Racecourse, is a block of low-lying buildings which have attained peculiar significance during the war years. It is a research department, the Combined Operations Room in the world-wide battle against malaria, the disease transmitted by the anopheline mosquito.

In charge of this up-to-date laboratory is Mr. P. G. Shute, Assistant Malaria Officer to the Ministry of Health, who has devoted the greater part of his life to the little gauze-winged, fever-spreading flies.

His chief concern during the war years has been the careful maintenance of a super-heated mosquito farm at Horton. He breeds the small wriggling larvæ, which turn into blood-thirsty flies in hundreds of thousands. Five hundred related generations in the last twenty years have laid eggs, turned into wrigglers, pupated and emerged as mosquitoes, much in the same way as a caterpillar turns into a chrysalis and eventually a moth. This absorbing research constantly goes on, and has helped greatly out in the East and in Africa.

The World of Books—By Vernon Fane

SATIRE, SLEUTHS AND A PLAY

George Orwell's Porcine Intelligentsia; A Topical Play by H. E. Bates; Gladys Mitchell's Schoolboy Sleuths; Miles Burton's Leisurely Approach to Murder; Master Conquest, the Modern Robin Hood

MR. GEORGE ORWELL calls his **ANIMAL FARM** (Secker and Warburg. 6s.) a fairy story. His publishers call it a good-natured satire upon dictatorship. You can pay your money and take your choice. I find it not much of a story; there isn't a fairy in its ninety-one pages, and there is positively not a breath of good nature in it.

The weapons of satire are surely the rapier and, at its most deadly, the stiletto. Mr. Orwell, on the contrary, sets about Dictatorship with some pretty hefty bludgeons and thwacks the totalitarian hive right and left with a set of farm animals. Naturally, the pigs are the intelligentsia, and it is a fat old porker, *ingeniously* named Napoleon, who exploits his proletarian brethren, drives his revolutionary pal, Snowball (Trotsky) into exile; purges all his old pals, brings the farm ultimately to ruin, and finally sells out to Man.

The totalitarian, or, in its most modern term of disparagement, the Police State, is fair game for anyone who has lived through a number of years of the suspension of Habeas Corpus, 18B, and what not in a Glorious Democracy hurtling to the pinnacle of evolution in a Socialist state. Let us thank whatever gods may be that we are not as other men.

But is it cricket to liken all those bright lads in shining uniform, who so nearly, so *very* nearly, laid their brand of rule upon a prostrate world, to pigs? At such heavy-handedness, I doubt if e'en the ranks of Muscovy could scarce forbear to sneer.

In spite of an impressive and distinguished output of novels, short stories, critical studies and essays, Mr. H. E. Bates has not before, as far as I know, had a play published, which makes his new contribution to letters all the more interesting. Here is an author who made his name as a writer of short stories, but whose best work has been in a novel; a man who, during the war, produced anonymously two excellent stories of the fighting services, and, above all, a man whose very interest in the craftsmanship of his art demands that he shall constantly be experimenting with new forms.

THE FIRST RECIPIENT OF THE KING'S NEW MEDAL: Mr. Winthrop W. Aldrich, President of the International Chamber of Commerce, and noted American banker, who will receive the first award of the King's new medal, known as the King's Medal for Service in the Cause of Freedom, in recognition of his work as National President of the British War Relief Society of the U.S.A. This is one of two new King's Medals to be awarded for services in furtherance of the Allied cause during the war without distinction of status or rank

A stage play, as they are now called with what seems to the old-fashioned radio resenters an ugly redundance, is at present a new form, therefore, to Mr. Bates, and **THE DAY OF GLORY** (Michael Joseph. 6s.) his first attempt at its use. Readers, and perhaps later, audiences, will be able to judge of his success.

First of all, let me say that this is an actable play, competently constructed with none of the amateur's clumsiness in handling entrances, stage action or emotional climaxes. He has even got a good second act, which tough old critics (and tougher old first-nighters) will tell you is the young playwright's most frequent difficulty. And he has humour, which should transfer pleasantly and effectively from the page to the footlights. The surprising thing is that the play should be so conventional. It deals with the dreadful impact of war on sensitive and complex characters, and, in particular, with the nervous tension and fears of an ace fighter-pilot. The theme is one to which any reader might feel sympathy, but somehow its expression is not as moving as it should be.

This, for one thing, is because the characters are really too well "typed"; the gay young officer hiding his terrors and revolts under a cloak of flippancy, the adoring, puppy-like sister, the lion-hunting blonde who doesn't understand, the tender brunette who does, and, above all, the mother, the prototype of all such loving women. Possibly the two best creations are the young man's uncle, a casualty of 1917, whose head wound gives him the recurring illusion that he is fighting in a Boche dug-out, and a young Polish pilot, whose frivolity marks not his own nervous reactions only, but deep and intense emotions on the whole scale from hatred to religious veneration.

The setting is an English home on a day in 1942, when the morning paper announces that the son of the house has added to his record by bringing down two more M.E.109s, and the boy himself comes back on brief leave. He brings with him his Polish colleague and a girl whom he has known a few weeks, but with whom he is already more deeply in love than the girl who expects to marry him. In the course of this day all the play's action takes place and the author's thesis is expounded: that in spite of pain and terror and death, the future is still to be lived fully by those who remain behind, and who must live for the young men who are dead, and who found, in their half-joking, half-grim phrase, that there was no future in it.

MARTHA GELLHORN TO DIVORCE HER AUTHOR-HUSBAND: The well-known American Magazine Correspondent seen with her novelist husband, Ernest Hemingway, whom she plans to divorce this autumn. She says she has no future matrimonial plans, but intends to return to Europe in mid-September because, "I want to see what 's going on in Germany and other countries"

This is a busy week for thriller fans and armchair sleuths, since at least three of the novels published are their particular speciality. First, foremost and by a long way the best, is Miss Gladys Mitchell's **THE RISING OF THE SUN** (Joseph. 9s. 6d.), of which the first half is as good as anything of this sort that she has written. It concerns a series of horrible murders in a small town very near London, the town being satisfactorily served by a network of canals, cuts and navigable streams, and having some of the most sinister towpaths in fiction. In fact, I was quite relieved to hear immediately after reading it, a B.B.C. broadcast giving more factual and happily more tranquil details of the activities in such purlieus.

Miss Mitchell, however, knows her business very well, and that is not the compiling of a documentary, but the equally skilled work of piling horror on horror (one of them too much for even such a hardened thriller reader as myself), and the artful suggestion that finally seems to implicate everyone but newly-born children in the dark crimes. Nor, in passing, do I put it past this writer's ingenuity to invent a murder story in which a singularly malevolent toddler does the dirty work.

There are children in the present book, but, so far, they are on the side of the angels. The other, more forbidding phase may come later. These children are two boys of thirteen and eleven, and the whole story is narrated by the eldest, a child with distinct affiliations with E. Nesbit's immortal Oswald Bastable. At first by chance, and afterwards by venturesome use of opportunity, the two boys come upon clue after clue which eventually lead the police to the point where they are able to arrest the murderer and to catch him (or her) almost *in flagrante delicto*.

Miss Mitchell, as one had expected, tells an exciting tale and tells it with the distinction of a Simenon. Although quite unlike him in her methods, she has the same scrupulous regard for a domestic detail that may help to build up a picture. Her middle-class interior here is presented without satire, with fidelity, and, best of all, without patronage. She has perfectly conveyed that devastating honesty of childhood that snaps up all blinds, switches on lights in the darkest corners, and uncompromisingly reveals The Way Things Are.

Recommended with the appropriate number of stars.

EARLY MORNING MURDER (Crime Club. 8s. 6d.) is recommended too, but to the kind of reader who likes a leisurely pace in his detective fiction, and who mistrusts the authentic thrill. The setting here is more classic, and to me far less exciting; a great country house in downland country, with horsemen going for their early gallops as horsemen will, and, less normally, discovering bleeding corpses in leafy copses.

Mr. Miles Burton's style is deceptively calm for one who writes of murder, suicide and arson, but I suppose that that very restraint has an appeal to many. In any case, he manages to tot up a fair number of violent deaths for such a novel so composed in style.

His book should be successful if only for one reason; the murderer has what I should say was a really original motive for his crimes. Quite simply, he (or she—for I am always opposed to those spoil-sports who give away solutions) cannot bear to think of remote and beautiful English estates being turned into holiday camps for the million. It may be an unsocialistic point of view, and I think it is, but it is enough to spur this particular person of fiction on to a set of deplorable but neatly-executed crimes. He gets caught in the end, though, it seemed to me, rather to the author's regret.

ALIAS NORMAN CONQUEST (Collins. 7s. 6d.) is a story for those readers who demand heroes with muscles of iron, eyes of steel-blue, and, in general, a capacity for metal analogies. Mr. Conquest is just such a gentleman, and, furthermore, is not a gifted amateur detective, but a desperado in the Robin Hood tradition and the Savile Row model.

As in previous books about this egregious character, he steals from the rich to give to the poor, keeping for himself, as his predecessor may have done, just that little sum which turns penury to luxury and provides a comfortable fund for expenses. He is a formidable young man, this Master Conquest, for, in addition to being the scourge of the profiteer, he is also a major headache to a curiously sympathetic (and surely imaginary?) Scotland Yard.

His forays are watched with something more than interest but less than censure by that august body of policemen, and his exploits grow in daring as fast as weeds in an herbaceous border. His Maid Marian is an enterprising young wench with a nice taste in automatic pistols, and when both of them get on the trail of the same gang of felons, a good time is had by all, except possibly the felons.

Utterly improbable, but entertaining in a far-fetched way.

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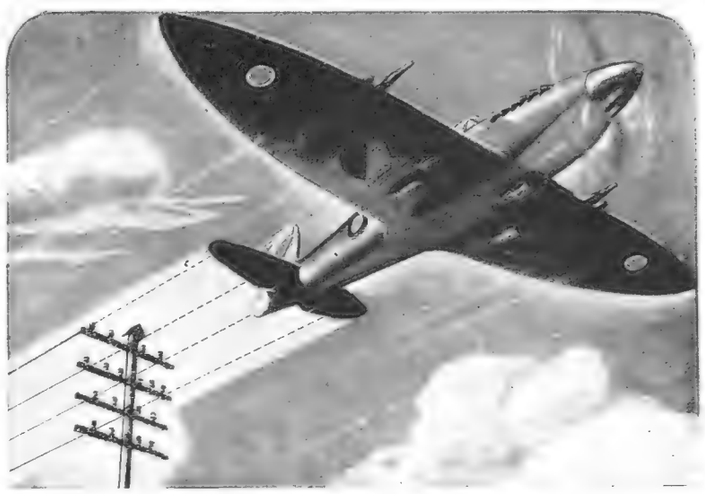

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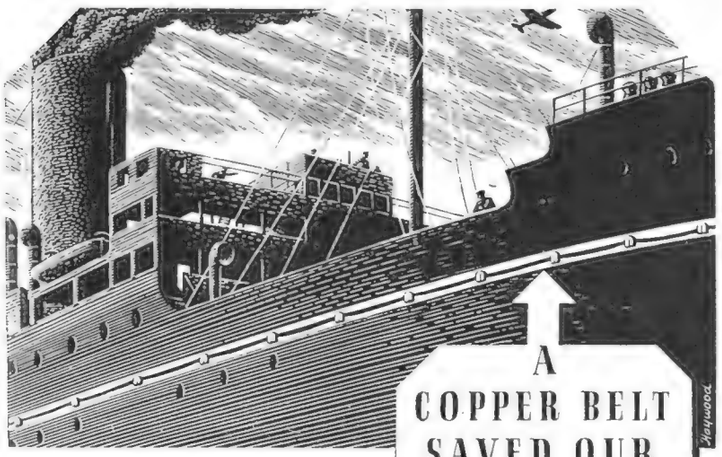

A COPPER BELT SAVED OUR SHIPPING

ONE of the first of Hitler's "secret weapons" was the magnetic mine which appeared in the Channel early in the war. Shipping losses became grave, but experts were busy. A new word was whispered and as quickly hushed. Degaussing was on the British secret list. Future dictionaries may explain it more expertly, but laymen can regard themselves as knowledgeable if they say degaussing means fitting continuous copper belts electrically energised round ships to protect them from magnetic mines. That was Britain's defence against the magnetic mine—and it was successful. But, as many ships required degaussing, the job had to be done quickly and a true weld of the copper was essential. Here oxygen played a vital part in the war effort. Oxy-acetylene welding performed this work with speed and so helped to save our food supplies. Any industrialist wishing for equally speedy assistance in peace-time production where welding and oxygen-cutting can be used, is invited to discuss his problem with us.

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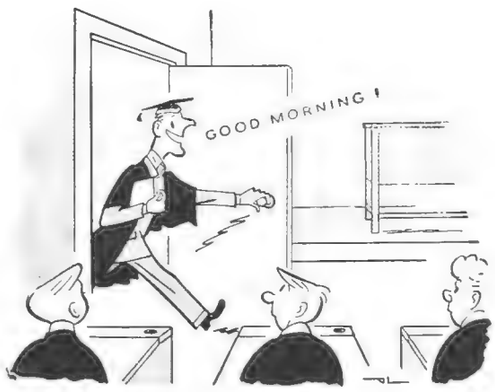

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I DREAMT THAT I DWELT

" Gregory, you look pensive and wan."

" *Do I? It must be something I dreamt.*"

"Yes?"

" *I dreamt I attended a pre-war Livery dinner of the Worshipful Company of Maypole Gilders.*"

" I hope you had two goes of the turtle."

" *Two of everything, even the water ice at half-time. And I mean more than the food.*"

" Like that, was it? "

" *It was. Then I dreamt that there wasn't any Rose's Lime Juice to finish up with. Hence my present parlous condition.*"

" My poor Gregory. But never mind. I too had a dream. I dreamt that now the Japanese war is over there will soon be enough Rose's about to cope with a State banquet, with enough over for you and me."

" *Thank you. Thank you. I feel better already. You may be a simple soldier, but you're one of Nature's psychologists.*"

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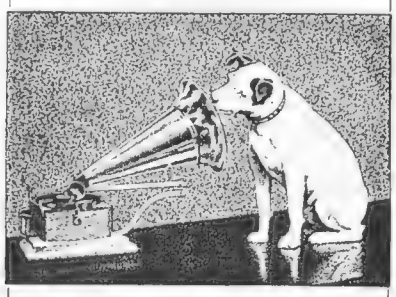

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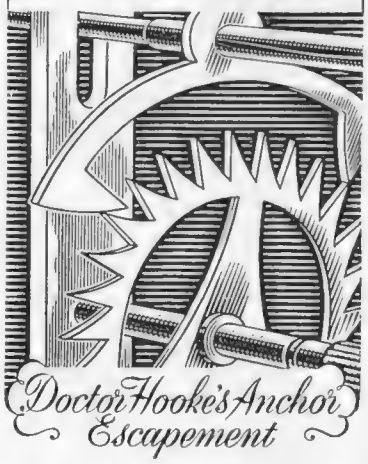

Doctor Hooke's Anchor Escapement

Although the invention of the anchor escapement is generally attributed to Dr. Robert Hooke, it was William Clement, a clockmaker of London, who, about 1676, first applied the invention to clocks. This ingenious mechanism made the clock an instrument of greater precision than formerly, so much so that it is used extensively to this day. It also reduced the space required for pendulum and weights, so permitting their encasement.

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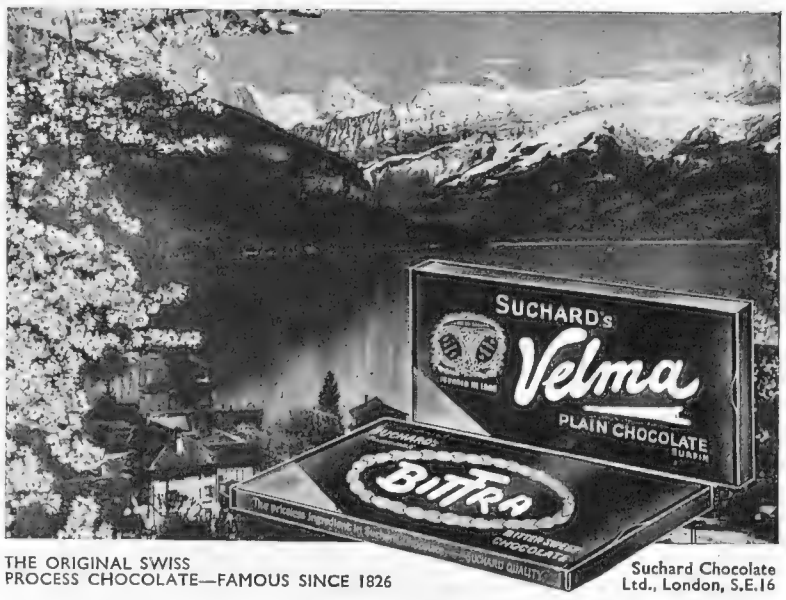
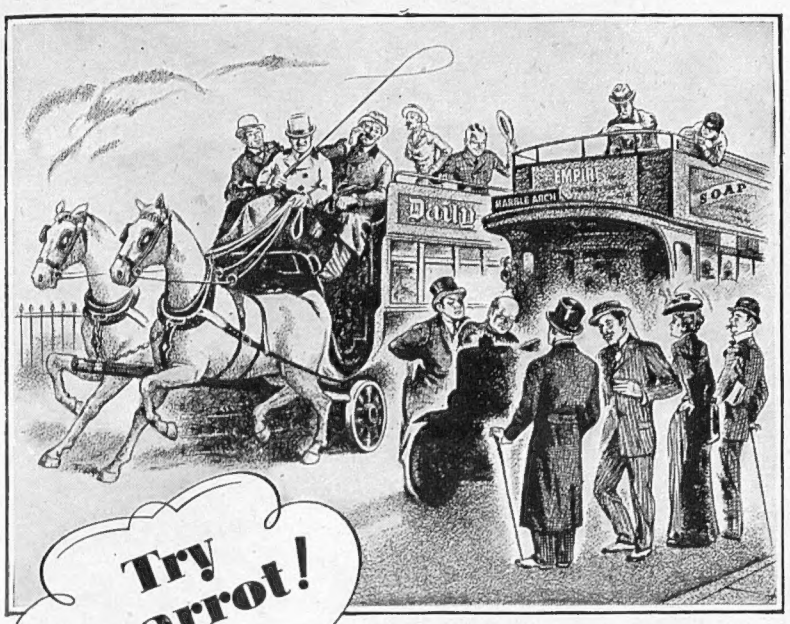
PLUG IN TO GREENWICH TIME
The 'Last Word' in Precision Timekeeping

Scientific O & N 3D



THE ORIGINAL SWISS PROCESS CHOCOLATE—FAMOUS SINCE 1826

Suchard Chocolate Ltd., London, S.E.16



Try a carrot!

THERE was a time—and some of us can recall it—when a motor-bus ride from Marble Arch to Golders Green was an adventure. You climbed immense hills—or maybe you didn't; and the horse drawn bus rattled gaily by, issuing catcalls and suggestions about putting on another lump of coal. But now the fun has gone out of motor-bus travelling. Dull certainty replaces the old thrill of hope and doubt and even a little fear. So it will be with air-travel. Running to schedule. Absence of "incident." Sure machines and sure pilots. And behind them sure ground service on which both men and machines must depend.

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A Company of the Hunting Group

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CLOTHES that SUIT the situation

Rationing has put the accent on wear and compelled men to take the long view. Before parting with 26 precious coupons the transaction must be considered in terms of cut, quality, long life and personal distinction.

Wisdom prompts you to buy from Bernard Weatherill, for that is the surest way of securing not only the *best value for money* but also the *best value for your coupons.*

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BY APPOINTMENT TO H.M. KING GEORGE VI

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11, BENNETT'S HILL, BIRMINGHAM
and at Aldershot, Richmond (Yorks.) and Harrogate

FINE, THANKS!

I eat something crisp and crunchy every day.

When I can get it, I prefer

RYVITA

CRISP, NOURISHING DAILY BREAD

WM. SANDERSON & SON, LTD., LEITH

A new powder base
to make you
look younger
feel younger

You'll fall in love with your mirrored reflection (just as Narcissus did) the first time you use Skin Deep, the enchanting new foundation cream created for you by Atkinsons. Skin Deep is a creamy, non-drying powder base that gives your skin a flower-like look and holds powder smoothly for hours and hours. But that isn't everything; it also contains the same element which nature uses to keep complexions wrinkle-free, so Skin Deep not only makes you lovelier *now*, it also helps to keep your skin young.

★★ USE SKIN DEEP AT NIGHT TOO!

If you're over 20, nightly massage with rich, emollient Skin Deep is a must *for you. It sinks into the skin to do its good work, so leave a little on overnight.*

5/10 (including tax)

ATKINSONS
Skin Deep
BEAUTY CREAM

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The World's Most Beautiful China

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ah! oh!
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MEANS
REAL
ORANGE
JUICE

you'll see it again soon!

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One of Britain's finest hotels
and listen-in to the Norfolk Hotel Broadcasting Orchestra.

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The best of English food, and every modern comfort, in a friendly old Devon Manor House. Bracing climate attractive countryside. Cocktail Bar, Squash Court, Hard Tennis Court, Billiards, with riding and fishing near by. Terms from 8 gns. a week inclusive. 'Phone: Whiddon Down 205

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Luxuriously furnished Hotel and Country Club, situated in park of 12 acres. One mile from Bideford and Westward Ho! with frequent bus service. Now under the personal direction of Mr. Ian W. D'A. Black, of the Old House, Windsor. Tel.: 300 Northam.

THE chemist insists on accuracy. Take a "drop" of liquid, for instance. The gravity-formed "drop" can vary in size, so he uses the "minim" measure shown here. This extreme accuracy is essential when measuring potent fluid medicaments, of which the prescribed dose may be only one or two minims. Long practice and skilled training make the chemist a stickler for accuracy—and for quality in the goods that he dispenses and recommends. The chemist's advice is always sound.

Ask his opinion of

Euthymol
TOOTH PASTE

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Great Scotch!

Old Angus is a noble Scotch, but how rare it is these days. Even now that strictly limited whisky distillation is being permitted again, we must go gently with our stocks until the new whisky has had its years of maturing. This means sadly reduced supplies, but Old Angus is still obtainable—may your search be rewarded.

A NOBLE SCOTCH *Gentle as a lamb*

OLD ANGUS

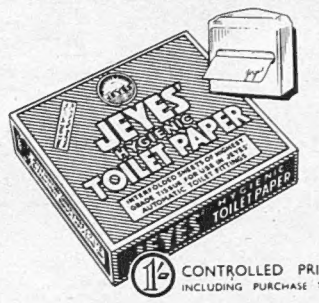
OA62

★ *Ann had to search both near and far*
To get that prize—a new Braemar.
And if at first you *search in vain,*
Do just as she did—try again.

'Braemar' Utility cardigans and jerseys are in classical designs and six lovely colours. Everyone's after this 'utility with a difference.' So don't be downhearted if you have to wait for your Braemar, and please don't write to the makers for it. **Braemar knitwear can be bought only from retailers who regularly stock it.**

Innes, Henderson & Co. Ltd.
Hawick · Scotland

THE ACME OF TOILET REFINEMENT



1½ CONTROLLED PRICE INCLUDING PURCHASE TAX

JEYES'
HYGIENIC
TOILET PAPER

The supply of Jeyes' Hygienic Toilet Paper has now been considerably increased, and there are welcome indications that in the near future toilet tissue of fine texture, similar to our pre-war product, will again be available—at any rate for a large part of our output.

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THE HOUSE JEYES OF HYGIENE

JEYES'
SANITARY COMPOUNDS
COMPANY LTD.

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NEURITIS has one thing in common with Headache, Sleeplessness, Rheumatism, Toothache, Colds and 'Flu:

like them, it is safely and also speedily relieved by two tablets of 'Genasprin'.

One cause of *Neuritis* is the abnormal stimulation of the nerves by substances formed during imperfect metabolism. The sheath of the nerves becomes inflamed and irritated, and severe pain is the result.

In cases of acute, long-standing Neuritis you should, of course, consult a doctor, but in the meantime two tablets of 'Genasprin' taken in a little water can be relied on to reduce and even banish the pain.

'Genasprin' is the absolutely pure, absolutely safe brand of aspirin that will not harm heart or digestion. And fortunately 'Genasprin' is one of the things for which it is no longer necessary to accept a substitute. Ask your chemist for it; he has it in stock—prices 1/5d. and 2/3d.

At any time of strain or pain
'GENASPRIN'
sees you through!

The word 'Genasprin' is the registered trade mark of Genatosan Ltd., Loughborough.

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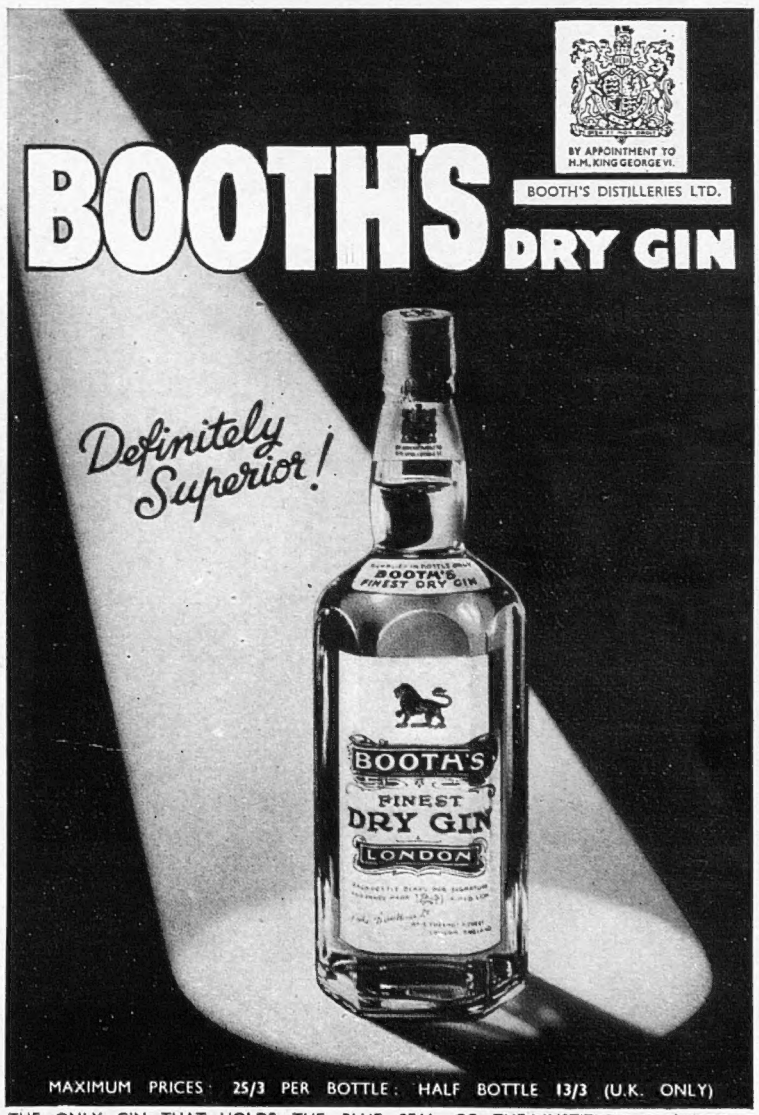

MAXIMUM PRICES 25/3 PER BOTTLE: HALF BOTTLE 13/3 (U.K. ONLY)

THE ONLY GIN THAT HOLDS THE BLUE SEAL OF THE INSTITUTE OF HYGIENE

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You can still do something about this. Just ask us, or your agent, whether it is possible to have the present amount of your assurance extended.

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or to the Secretary,

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To bath a hippo in:
And give him WRIGHT'S? No use at all!
Keep that for tender skin!

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PRO INTEGRITATE CUTIS

Wright's
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MAKE WRIGHT'S THE RULE FOR THE TOILET AND NURSERY

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